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No. 26,011

HONG KONG, FRIDAY, OCTOBER 26, 1928.

PRICE \$3.00 Per Month.

WATER SITUATION IS SERIOUS

GOVT. APPEAL

ALL RIDER MAINS TO BE CUT OFF ON NOV. 1

OFFICIAL REASONS

The Director of Public Works forwards copies of two appeals which it is proposed to distribute to all water consumers, and a statement of the reasons for not extending restriction outside the Rider Main areas, as follows:—

Owing to the low water level of the Storage Reservoirs on the Island, restriction of water supply was introduced in the Rider Main Areas on September 9.

It was then hoped that there might be considerable rainfall to ease the situation before the dry season finally set in but that hope has not been realized.

The dry season appears now to have been definitely set in and no effective rainfall can be expected before early April, and it is possible comparatively little may fall till the end of June.

Under the above circumstances, it is necessary to reduce consumption on the Island to a figure which will leave a margin of safety under the most unfavourable conditions, and now that the weather is cooler the sooner the necessary restrictions are imposed the less drastic they will require to be.

It is proposed on November 1 to cut off all Rider Mains and to place the Rider Main Districts on a street fountain supply available throughout the twenty-four hours.

It is not, however, fair or reasonable that one section of the community only should be made to bear the entire burden of the necessary reduction in supply.

Bath Water
For many reasons it is not considered desirable at present to introduce actual restrictions to metered property, but Government would earnestly appeal to all consumers to cut down their supply at least twenty-five per cent. and economise as far as possible in every way.

In the majority of cases a reduction in consumption of twenty-five per cent. merely means cutting out easily avoidable waste.

Bath water should be used for watering gardens and plants and for other purposes, such as washing down verandahs and drains, and servants should be ordered to economise as far as possible.

It is a simple matter for consumers to read their meters daily and so make sure that their orders are being carried out.

Government will carefully scrutinize the consumptions as registered by individual meters, and take such action as may be deemed necessary where waste is apparent.

Should voluntary restriction prove ineffective, it will be necessary to introduce compulsory restrictions.

Second Notice
The second notice reads:—

Owing to the low water level of the Storage Reservoirs on the Island it has become a vital necessity that the consumption of water for all purposes should be reduced.

The co-operation of the public in preventing waste and reducing consumption to a minimum is earnestly requested.

"Reasons Why"
The following reasons are given for not extending restriction outside the Rider Main Areas:—

Danger of fire. If the mains were emptied daily, internal fire services would not function and the fire brigade would be without the means of fighting fires, at least in their initial stages when the Brigade is most effective.

Even with a turncock standing by the necessary valves, in some cases an effective water supply could not be ensured for possibly half an hour or more after notice to turn on water had been given. This disadvantage does not occur in the Rider Main Districts even with a fountain supply, as the principal mains are always charged.

Unless hours of supply were very drastically cut down, the economy would be negligible, if any.

Consumers would probably draw more than required, and would throw away the old water unused and draw fresh water each day.

When the mains "filled up" each meter is read monthly, and on day, the sediment in them would paralyze, and at once be made with be stirred up and the dirt water previous consumption.

NEW MINISTERS TAKE OATHS

THEIR "5 WORDS" HAS HIS TURN

MARSHAL CHIANG'S REQUEST

Nanking, To-day.

The following members of the new National Government of China took their oaths of office yesterday:—

General Tan Yen-kai, chairman of the Executive, "Yuan."

Dr. C. T. Wang (Foreign Minister).

General Feng Yu-hsiang, i.e., the "Christian General" (Minister for War).

A CARGO WORKING DECISION

APPEAL FAILS

MARINE MAGISTRATE AGAINST CAPT. E. MIDGELEY

BUT FINE REDUCED

Judgment was delivered by Comdr. J. B. Newell, D.S.O., R.N., at the Marine Court this morning, at the rehearing of the case against Capt. E. Midgeley, of the s.s. "Tai Lee," who was fined \$250 on a charge of working on Sunday, Aug. 25, without a permit. The fine was reduced to \$150.

After the judgment was read out,

HONG KONG AND SHANGHAI
BANKING CORPORATION.

Authorized Capital \$50,000,000
Issued and Fully Paid-up \$25,000,000
Reserve Funds \$10,000,000
Shareholders' Liability \$15,000,000
Reserve Liability of Proprietors \$25,000,000

HEAD OFFICE: HONGKONG

COURT OF DIRECTORS:-

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M. S. Brown, Esq., Deputy Chairman.

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Every description of Banking and

Exchange Business Transacted. Cor-

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L. BERNIS,

Manager.

Hong Kong, 3rd August, 1928

THE CHARTERED BANK OF

INDIA, AUSTRALIA & CHINA.

Incorporated by Royal Charter, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital £25,000,000

Reserve Fund £4,000,000

Reserve Liability of Proprietors £25,000,000

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Foreign Exchange and General Bank

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Current Accounts opened and Fixed

Deposits received for 1 year or shorter

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on application.

A. H. FERGUSON,

Manager.

Hong Kong, 3rd April, 1928.

THE BANK OF TAIWAN, LTD.

(TAIWAN GINKO).

HEAD OFFICE: Taipei, Formosa.

Incorporated by Special Imperial

Charter, 1899.

Central Bank in Formosa.

Bank Notes issued

Average amount Yen 45,000,000

BRANCHES AND AGENCIES:

JAI-AN: Tokyo, Yokohama, Kobe,

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FORMOSA: Tainan, Keelung, Kanton,

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COMMERCE
AND
FINANCE.

IN MACAO

ARRANGEMENTS FOR CHARITY
FAIR.

FIRMS EXHIBITING

Macao, Oct. 23.

Arrangements are being made for the opening of the Macao Charity and Commercial Fair. The Inaugural Day has been fixed for November 3 and work is proceeding very briskly on the pavilions. Despite rumours to the contrary, no change will be made in the date of the opening, and Macao will be the venue of thousands from Hong Kong, Canton and other places in the proximity of the Portuguese Colony.

This is not the first Fair at Macao but the objects of the present venture are much greater than anything ever attempted before in this part of the world. In the autumn of 1926 a big Fair was organised by the Macao Port Works Department and was a great success. The present effort will be much more far-reaching. The commercial section on this occasion will not be of the same nature as in 1926, when goods of all descriptions were assembled together with little attempt at grouping, for this year each exhibitor takes a certain space and decorates it suitably in whatever manner convenient.

The commercial part of the Fair will be a very attractive one, for all the great commercial establishments having interest in the South China market are represented. Work has almost been completed on pavilions for the Singer Sewing Machine Co., the Macao Electric Lighting Company, the "Foot Ease" Hosiery Company, the China Merchants Tobacco Company, Messrs. A. S. Watson & Company, the Lusitania Garage (Automobile representatives), the Green Island Cement Co., while many more have also commenced work, and a few have yet to begin operations.

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE: HONG KONG.

10, Des Voeux Road Central, Hong Kong

Authorized Capital \$10,000,000

Paid-up Capital \$5,000,000

Reserve Funds \$5,000,000

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Batavia, Melbourne, San Francisco

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Hankow, Peking, Tientsin

Hongkong, Penang, Yokohama

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3A, Wyndham Street.

N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES,
£120, £112, £110, £102, £83, via San Francisco,
G\$440, G\$420, via Japan and Seattle.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TENYO MARU Tuesday, 30th October.
KOREA MARU Tuesday, 13th November.
SHINYO MARU Tuesday, 27th November.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM via
Singapore, Penang, Colombo, Suez.

HAKUSAN MARU Saturday, 3rd November.
HARUNA MARU Saturday, 17th November.

SYDNEY & MELBOURNE via Manila & Port.

MISHIMA MARU (Calla Zamboanga) Wednesday, 21st November.
TANGO MARU Wednesday, 19th December.

BOMBAY via Singapore, Penang, & Colombo.

HAKODATE MARU Saturday, 27th October.
TAMBA MARU Sunday, 11th November.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
Mexico & Panama.

RAKUYO MARU Monday, 12th November.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Port.

HAKATA MARU Saturday, 10th November.

NEW YORK AND BOSTON via PANAMA.

LISBON MARU Tuesday, 6th November.
LIVERPOOL via Port Said, Geneva, Marseilles.

TOYOOKA MARU Wednesday, 21st November.

CALCUTTA via Singapore, Penang & Rangoon.

MALACCA MARU Thursday, 8th November.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU Friday, 16th November.

SHANGHAI, KOBE & YOKOHAMA.

MURORAN MARU (Mol direct) Monday, 29th October.

KAMO MARU Tuesday, 30th October.

SADO MARU Tuesday, 30th October.

KATORI MARU Monday, 12th November.

†Cargo only.

Subject to alteration without notice.

For further information apply to—NIPPON YUSEN KAISHA.
Tel. Central No. 292 (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore
Colombo, Suez and Port Said.

AMUR MARU Saturday, 10th November.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,
Colombo, Durban & Cape Town.

LAPLATA MARU Friday, 26th October.

SANTOS MARU Friday, 23rd November.

BOMBAY—Via Singapore & Colombo.

HONGKONG MARU Wednesday, 3rd November.

DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND
PANAMA—Via Singapore and Colombo.

PANAMA MARU Thursday, 1st November.

CALCUTTA—Via Singapore, Penang and Rangoon.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Shanghai and
Japan ports.

PARIS MARU (from Shanghai) Monday, 5th November.

MELBOURNE—Via Manila, Brisbane & Sydney.

HIMALAYA MARU Thursday, 8th November.

HAIPHONG—Via Hoihow & Pakhol.

MENADO MARU Thursday, 22nd October 10 a.m.

NEW YORK—Via Japan ports, San Francisco & Panama.

HAGUE MARU Middle of November.

JAPAN PORTS.

ALTAI MARU Tuesday, 20th November.

KEELUNG—Via SWATOW & AMOY.

KISHU MARU Sunday, 28th October 10 a.m.

HOZAN MARU Sunday, 4th November 10 a.m.

TAKAO—Via SWATOW & AMOY.

DELI MARU Thursday, 1st November 10 a.m.

TAKAO & KEELUNG.

SANUKI MARU Tuesday, 27th November.

For further particulars please apply to—OSAKA SHOSEN KAISHA.
Tel. Central No. 4988, 4989, 4990. M. TAKEUCHI, Manager.

American Express Travellers Cheques

"Sky-blue" in colour, these Cheques give travellers the
fullest protection against the loss or theft of their travel
funds. They are spendable and acceptable everywhere.
For more than 36 years travellers the world over have
found personal service and financial security thru their use.

Issued in G.\$10, G.\$20, G.\$50, G.\$100, and
£5 and £10 denominations—bound in a small
handy wallet—and cost only 3/4 of 1 per cent.

Secure your steamship tickets, hotel reservation and
itineraries; or plan your cruise or tour through

THE AMERICAN EXPRESS CO., INC.

4, DES VOEUX ROAD CENTRAL,
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SHIPBUILDERS,
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ELECTRIC WELDERS,
MECHANICAL, AND
ELECTRICAL
ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.

—DRY DOCK—

Length 787 Feet.
Length on Blocks 750 Feet.
Depth on Centre of
Sill (H.W.O.S.T.) 34 ft. 6 ins.

—THREE SLIPWAYS—

Capable of Handling Ships Up
to 3,000 Tons Displacement.
Electric Crane at Sea Wall, Capable of
Lifting 100 Tons at 70 Feet Radius.

Tel. Address: "TAIKOODOCK," HONG KONG.
Telephone: Central No. 212.
Call Flag: "C" over "ANS. PENNANT"

BUTTERFIELD & SWIRE,
AGENTS.
HONG KONG, CHINA & JAPAN.



SHIPPING SECTION.

PLANE AND LINER

TRIBUTE TO FRENCH ENTERPRISE

PENHOET'S ACHIEVEMENT

The biggest French shipbuilding
undertaking, the Ste des Chantiers
et Ateliers de Saint-Nazaire-
Penhoet, which has built the largest
French vessel afloat, notably the
"Ile-de-France," some years ago com-
menced the construction of aircraft,
and in the designing and fitting of
the launching gear for the amphibian
aeroplane carried on the "Ile-
de-France," has added a new
achievement to its distinguished
record.

The idea of operating a combined
sea and air service for mail and
passengers on the Havre-New York
line was first conceived by the late
M. John Dal Piaz, the former chair-
man of the Cie Gle Trans-

dent of the C.G.T., and M. P. Olphe-
Gaillard, managing director of the
Societe Commerciale des Transports
Trans-Atlantiques, who (was ap-
pointed managing director of the
new company.

Societe Trans-Atlantique Aerienne
Following on the death of M. Dal
Piaz, M. Fould was appointed chair-
man of the company, and he has
given evidence of his remarkable
qualities for the organisation and
management of industrial under-
takings by realising, with the skill-
ful assistance of M. Olphe-Gaillard,
the object of his predecessor.

The chief problem was the pro-
vision of a means of launching the
aeroplane from the liner, on board
which space was naturally limited.
This difficulty was solved by the
Chantier et Ateliers de Saint-
Nazaire-Penhoet, who fitted on the
after part of the "Ile-de-France" a
launching apparatus capable of
giving to the aeroplane on a very
short run a speed above her normal
flying speed. The launching ap-

The South Pole Ahoy!



The three-masted barkentine "New York" in which Commander
Richard E. Byrd (inset) is to sail for two years' Antarctic explo-
ration. The photo shows the vessel as she appeared after overhaul.

Atlantic, and the scheme may be
regarded as the last of the many
remarkable achievements which
marked the life of that great
Frenchman.

Whereas the crossing of the
Atlantic Ocean solely by aeroplane
offered no immediate commercial
possibilities, M. Dal Piaz decided to
organise a service on commercial
lines by the combination of ship
and aeroplane with a view to pre-
paring the way to a full air service
after the necessary improvements
have been carried out in aerial
navigation. There was, therefore,
constituted in June last as an
affiliated company to the Cie Gle
Trans-Atlantique, the Societe
Trans-Atlantique Aerienne, with a
capital of two million francs, the
chairman being M. Dal Piaz. The
board of directors included person-
alities distinguished in aviation and
shipping, namely, M. Rene Fould,
chairman of the Societe des
Chantiers et Ateliers de Saint-
Nazaire-Penhoet; M. Louis Breguet,
the famous aviator; M. Henri
Brillie, superintendent engineer;
and M. M. de Catalano, superinten-

paratus is composed of a steel
frame 34m. long, with an available
length of 27m. and 3.60m. in height,
fitted on its upper part with rails
on which the platform bearing the
aeroplane runs. It is noteworthy
that the rate of acceleration is be-
tween 1.5 and two times that of
gravity.

The platform, the weight of which
is about one ton, is stopped on the
last 7m. length of the runway, the
speed being then over 110km. per
hour, by a most ingenious braking
system constructed by the Chantier
et Ateliers de Saint-Nazaire-
Penhoet.

The aeroplane used has been con-
structed by Loire-Olivier, and is of
the amphibian type, being fitted
with landing wheels which can be
lifted under the wings. It is pro-
pelled by a Gnome-Jupiter 420 h.p.
engine lubricated with Spido oil
supplied by the Ste. A. Andre Filis.
The weight of the plane, including
the pilot, the wireless operator, and
340 kgs of letters, is 3,150 tons.
The normal speed is 150km. per
hour, and the capacity of fuel tanks
is sufficient for a 7-hour flight.

Wireless Aids

Special interest attaches to the
provisions made, by the Societe
Trans-Atlantique Aerienne for the
successful completion of the first
flights. As regards wireless com-
munication, it is noteworthy that
the aeroplane had been fitted with
two transmitting and receiving sets
with short and long waves, and
with three aeriols, one to be used
in flight and the other two to be
used if the seaplane were forced
down on the sea. Meteorological
information was constantly sup-
plied to the liner. In America,
every facility was given to the
Societe Trans-Atlantique Aerienne
by the New York Port authorities
for the landing, by the Weather
Bureau as regards meteorological
intelligence, and by the Coastguard
authorities in case of an accident.

On the European side, a naval
tug was "ready" to sail at Brest,
while at Cherbourg there were an
aeroplane and a tug ready to come
to help.

COUNT THE
"MAILS."
See Page 5.

The first launch of the aeroplane
was performed on August 18, at
1 p.m. (U.S.A. time) at a distance
of 450 miles from New York; the
aeroplane arrived at that port at
6.17 p.m. and the mail conveyed
could be distributed in the evening
at 7 p.m., while letters transported
by the ship were delivered only in
the afternoon of the following day.
On the homeward voyage, the aero-
plane was launched on August 23 at
6.55 a.m., when the "Ile-de-France"
was 154 miles West from Scilly
Islands, i.e., about 350 km. West
from the coast of England. The
plane arrived at Cherbourg at 11.30
a.m., where it took fuel, and it
arrived at Paris (Le Bourget) at
2.50 p.m. The mail conveyed was
distributed at Paris at 5.30 p.m.,
whereas letters transported by the
"Ile-de-France" could only be hand-
led over on August 25.

The pilot of the aeroplane for the
first flights was Lieut. de Valseau
Demougeot, of the French Navy,
who has been placed by the Minis-
ter for Navy at the disposal of the
Societe Trans-Atlantique Aerienne.
He and all those who have taken
part in the navigation of the new
service are to be congratulated on
the success they have obtained in a
development of such importance,
and one which will always stand to
the credit of French commercial
enterprise.

PORT OF LONDON ACCOUNTS

The many stockholders of the Port
of London Authority take, it is to be
feared but little interest in the
annual accounts of the Port. For
their security depends upon Lon-
don's position as a Port, and the
shipping using the Port has to pay
a scale of dues calculated to pro-
vide the Authority with the amount
necessary for its expenses and in-
terest on its Debt. The accounts for
the year to March 31, now
issued, show a surplus on
Revenue Account of £1,847,648
while interest on Port Stocks,
Bills and temporary loans re-
quired £1,304,307, of which last
amount however, £37,133 was charged
to Subventions in respect of New
Works. Actually, the charges
against revenue in respect of in-
terest, sinking funds and Insurance
Fund Appropriation, after crediting
interest, etc., receivable, came to
£1,430,785, so that there was a
deficit on the year's work-
ing of £58,237, which re-
duced the balance brought for-
ward from £674,636 to £591,399.
During the year, however, the Insur-
ance Fund was raised from £293,
805 to £600,000, with the assistance
of £287,609 debited to revenue ac-
count. The General Reserve stands
at £1,000,000, and the stock redem-
ption fund at £1,286,282, and these
funds are represented by invest-
ments of £2,822,769. During last
year the amount of tonnage enter-
ing and leaving the Port was 52,
576,755, as compared with 49,278,
173. In 1913 the figure was
40,080,282, so that here we have
some figures which definitely show
an improvement in the volume of
trade as compared with pre-war
days. During the War the tonnage
using the Port, otherwise than on
Government service, fell to
14,564,008 for the year 1918.

The Port Authority has now
issued stock for an amount of
£34,142,898, out of authorised
powers of £37,656,248 and a clause
has been inserted in the Port of
London Bill for this session to in-
crease the borrowing powers up to
£43,000,000.—"Morning Post"

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via CANADA
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USE the Canadian Pacific Route
to Europe and dispose of all
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arise out of a 10,000 mile overseas
journey.

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Next sailing to the Pacific Coast

S.S. "EMPEROR OF ASIA."

NOVEMBER 7th, 1928.

WORLD'S GREATEST TRAVEL SYSTEM

BRITISH WUCHOW LINE

OCT.—NOV. SAILINGS.

DEPARTURE HOURS:

Hong Kong 5.30 p.m. Wuchow 2.00 p.m.

S.S. "TAI HING"

[1,088 tons—Capt. O. B. Wilks.]

MON. 29th OCTOBER.

SUN. 4th NOVEMBER.

FRI. 9th NOVEMBER.

WED. 14th NOVEMBER.

S.S. "TAI MING"

[949 tons—Capt. G. J. Spink.]

SUN. 25th OCTOBER.

FRI. 2nd NOVEMBER.

TUES. 6th NOVEMBER.

MON. 12th NOVEMBER.

For information apply to—

KWONG WING Co., Ltd.

87, Connaught Road, West.

Phone: Central 893.

MOVEMENTS OF STEAMERS

The P. & O. s.s. "Kalyan" from
Hong Kong arrived in London on
October 24 at 5 a.m.

The Dollar Liner "President
Taft" left Shanghai at 6.00 p.m. on
Wednesday, October 24 and was ex-
pected to arrive here at about 2.00
p.m. to-day. She will sail to-
morrow at 6 p.m. for Manila.

The Ben Line s.s. "Bennevis"
from Leith, Middlesbrough, Antwerp,
London and Straits is due to arrive
here to-morrow.

The American Mail Liner "Pre-
sident Jackson" is scheduled to
leave Manila for Hong Kong
to-morrow at 4 p.m. and
will arrive here at 7 a.m. on Mon-
day, Oct. 29. This steamer will
sail at 8.00 a.m. on Tuesday, Oct.
30 for Victoria and Seattle via
Shanghai, Kobe and Yokohama.

The Dollar round-the-world liner
"President Adams" is due to sail
from Kobe to-morrow for Hong
Kong via Shanghai. This steamer
is expected here on Saturday, Nov.
3 at 6 a.m. and will sail on Sunday,
Nov. 4 at 8 a.m. for Mediterranean
ports and New York, via Manila,
Straits, etc.

The M.V. "Esquillo" (D. & Co.)
sailed from Trieste on Sept. 24, and
is due in Hong Kong on Nov. 8.

The M.V. "Delhi" (Swedish East
Asiatic Co., Ltd.), left Antwerp on
Oct. 7, and is due here on or about
Nov. 11.

Nine recruits for the Hong
Kong Police Force are due to ar-
rive in the Colony by the s.s.
"Naldera."

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT ELLERMAN LINE

S.S. "CITY OF GLASGOW" ..Havre, London, Rotterdam & Hamburg 17th November.

S.S. "CITY OF MOBILE" ..London, Rotterdam & Hamburg 9th December.

S.S. "CITY OF LAHORE" ..London, Rotterdam & Hamburg 9th January.

* Passenger Steamers—Fares to London—1st Class £80, 2nd Class £55.

BOSTON, NEW YORK & BALTIMORE AMERICAN & MANCHURIAN LINE

S.S. "CITY OF PERTH" via Suez Canal 30th November.

S.S. "CITY OF CHESTER" via Suez Canal 23rd December.

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON & NEW YORK AMERICAN & ORIENTAL LINE

S.S. "CEDARBANK" via Suez Canal 25th November.

MAURITIUS & SOUTH AFRICA ORIENTAL AFRICAN LINE

S.S. "TINHOW" 1st December.

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth),
Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, the Port Amalia, Mozambique, Chinde,
Inhambane, Zanzibar, Mombasa, Kilindini, Port Nellore, Luderitz Bay, Walvis Bay and
Madagascar.

For freight or passage on any of the above lines apply to—

Telephone Central 4791.

THE BANK LINE, LTD.

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MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

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WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
KHIVA	9,135	27th Oct.	Marseilles, London & Hull.
MIRZAPORE	6,715	1st Nov.	Straits & Bombay.
MACEDONIA	11,120	10th Nov.	Bombay, Marseilles & London.
KIDDERPORE	5,334	13th Nov.	Straits, Bombay & Karachi.
KHYBER	9,114	24th Nov.	Marseilles, London & Hull.

*Cargo only. *Calls Casablanca.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TALMA	10,000	27th Oct.	Singapore, Penang & Calcutta.
TAKLIWA	7,993	3rd Nov.	Singapore, Penang & Calcutta.
TANARA	6,012	15th Nov.	Singapore, Penang & Calcutta.
TILAWA	10,005	28th Nov.	Singapore, Penang & Calcutta.

*Cargo only.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

ARAFURA	6,000	4th Nov.	Manila, Sandakan, Thursday Island.
TANDA	6,050	30th Nov.	Townsville, Brisbane, Sydney & Melbourne.
ST. ALBANS	4,500	28th Dec.	1929
ARAFURA	6,000	1st Feb.	
TANDA	6,050	1st Mar.	

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hioia, Cebu, Kolambagan, Tawao, Timor, Darwin, or other ports en route as inducement.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

KHYBER	9,114	26th Oct.	Shanghai, Moji, Kobe & Yokohama.
KASHMIR	8,885	2nd Nov.	Shanghai, Moji, Kobe & Yokohama.
TILAWA	10,005	6th Nov.	Amoy, Shanghai, Moji, Kobe & Yokohama.
TANDA	9,955	8th Nov.	Moji, Kobe, Osaka & Yokohama.
MALWA	10,980	9th Nov.	Shanghai, Moji, Kobe & Yokohama.

*Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passages Freight, Handbooks, etc., apply to—

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P. & O. Building, Connaught Rd. C., HONG KONG. Agents.

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AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONG KONG.

S.S. "CITY OF KHIO"	Via Suez Canal	25th Oct.
S.S. "PYRRHUS"	Via Suez Canal	16th Nov.
S.S. "CITY OF PERTH"	Via Suez Canal	30th Nov.
S.S. "CITY OF CHESTER"	Via Suez Canal	23rd Dec.

*Steamers proceed via Suez Canal or Panama Canal at Owners' Option.
Subject to change without notice.

For Freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., Hong Kong.
(Hong Kong & Canton: JARDINE, MATHESON & CO., LTD., Canton.)

COMPASS THEFT

FORMAL REMAND GRANTED
AT KOWLOON

FRESH DEVELOPMENTS

A formal remand of one week was granted by Mr. W. Schofield, at the Kowloon Magistracy this morning, on the application of the police, in the case in which two boatmen are charged with the theft of a ship's compass from the s.s. "Kalgan," (a Butterfield and Swire vessel) while she was lying at her berth in the harbour some few months ago.

Det. Sub-Inspector Dorling, who is in charge of the case, informed His Worship that inquiries made by the police had led to fresh developments.

CANAL TRAFFIC

THE GRAND UNION
COMPANY

A DEVELOPMENT

The beginning of a movement to revive and increase the use of canals as effective means of transport was indicated at the general meeting of the Regent's Canal and Dock Co., when an announcement was made that on January 1 next the Grand Union Canal Co. will come into existence with a capital of £3,500,000, and 240 miles of waterways connecting London and Birmingham, with arms to serve important towns. The new company is a fusion of the Grand Junction, Regent's, and Warwick and Birmingham Canals.

This amalgamation may be regarded as the first-fruits of recommendations made by a Royal Commission which inquired into the canals and inland navigations of the United Kingdom some 20 years ago, states the "Daily Telegraph." It is a modest beginning, and the results will be watched with interest in view of the fact that the Commission set out a number of reasons standing in the way of any attempt being made to improve canal transport by private enterprise, and suggested Government assistance and the formation of a Waterway Board.

In England and Wales there are 1,927 miles of canals and the Commission's plans involved the development of four main routes, all radiating from Birmingham and the Midland industrial districts to the Thames, the Severn, the Mersey, and the Humber. That to the Thames is the one now being taken in hand.

If canals are to be made more serviceable, larger barges and speedier methods of passing through locks are essential. Boats on all English canals can pass one another in the open, but not in the locks, and to this cause, as well as to the numerous bridges of small span, much delay is attributable, especially on the Birmingham Canal, where traffic is heavy. There are two classes of canal craft mainly in use, barges measuring from 60ft. to 70ft. and 14ft. wide, and narrow boats, or, as they are colloquially known, "monkey boats," about 70ft. long, but only 7ft. wide, chiefly used in the Midland and Southern canals. The barge will carry about 60 tons, and the "monkey boat" about 30 tons, with the same draft of a little over 3ft.

TESTING TANK

PLANS FOR ITS CONSTRUCTION IN HOLLAND.

SHIPOWNERS' SUPPORT

A committee appointed by the engineering and shipbuilding section of the Royal Netherlands Institution of Engineers, to inquire into the desirability and financial possibility of a ship model testing tank in the Netherlands, has issued its final report. The members of this committee were Messrs. M. C. Koning, director of the Nederland Steamship Co., chairman; L. Troost, Netherlands Navy, secretary; A. van Driel, engineer and naval architect; G. Hooft, principal engineer of the Fijenoord Shipbuilding and Engineering Co.; R. van Leeuwenburg, principal surveyor to Lloyd's Register, Rotterdam; E. Voessneck, of Delft University; and E. B. Wolff, director of the Government Bureau for Aeronautical Research, Bussum.

The first meeting of the committee was held early this year, when financial and technical sub-committees were formed. In accordance with instructions issued the committee has based its considerations on the report of the Royal Commission of 1918.

The committee have since found that shipbuilding, firms and others are spending about 20,000 gns. per annum on model experiments, which have to be carried out in other countries, through lack of appliances in Holland. An experimental tank of 525ft. free length, 80ft. width and 16ft. 6in. depth, with a car speed of 20 to 30 ft. per second, is considered amply sufficient for all needs expected in the future.

INDO-CHINA STEAM NAVIGATION CO. LTD

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
T'au via S'ow & S'hai	KWONGSANG	Sun., 28th Oct. at 7 a.m.
T'au via S'ow & S'hai	HOPKANG	Wed., 31st Oct. at 7 a.m.
T'au via S'ow & S'hai	KWANGSANG	Sun., 4th Nov. at 7 a.m.
T'au via S'ow & S'hai	WAISHING	Wed., 7th Nov. at 7 a.m.
Osaka via Amoy, Moji & Kobe	KUMSANG	Sun., 28th Oct. at 7 a.m.
Osaka via Amoy, Shanghai, Moji & Kobe	YUENSANG	Sat., 2nd Nov. at 3 p.m.
Straits & Calcutta	NAHSANG	Fri., 2nd Nov. at 3 p.m.
Sandakan	HINSANG	Wed., 31st Oct. at Noon
Sandakan	MAUSANG	Thurs., 1st Nov. at 3 p.m.
Canton	KWANGSANG	Sun., 28th Oct. at 8 p.m.
Tientsin	CHONGSHING	Sat., 27th Oct. at Noon
Tientsin	CHIPSHING	Tues., 6th Nov. at Noon

For Freight and Passage apply to:—

JARDINE, MATHESON & CO., LTD.,

Telephone Central 215.

General Managers.

The total first cost, including building and plant is estimated at £25,000 gns., and three large ship-owning companies in the Netherlands, viz.:—Nederland Steamship Company, Rotterdam Lloyd and Koninklijke Paketvaart Maatschappij, have agreed to bear a share of 100,000 gns. each; the financial position of other shipowning and of the shipbuilding companies in the Netherlands, unfortunately, does not enable them to contribute materially to the capital cost of the undertaking, and approximately one half of the capital required will have to be furnished by the Government.

Working expenses are estimated to amount to 65,000 gns. per annum, while the income from experiments is put at 25,000 gns., leaving a deficit of 40,000 gns. per annum, one half of which the committee hope to wipe out by private subscriptions, leaving 20,000 gns. per year to be paid by the State and/or other authorities.

LOCAL SHIPPING

TO-DAY'S ARRIVALS AND DEPARTURES

City of Khios (3,551) British, from Yokohama, Keelung—Bank Line—672 tons tea (through).
Chonan (1,354) British, from Shanghai, Amoy—B. & S.—850 tons general cargo for Hong Kong, 380 tons (through).
Antung (2,107) British, from Singapore, Amoy—B. & S.—1 passenger, 500 tons firewood for Hong Kong, 20 tons general cargo (through).
Sunning (4,550) British, from Canton—B. & S.—66 passengers, 1,000 tons general cargo (through).
Tulung (6,154) British, from Kobe—Mackinnon, MacKenzie—478 tons general cargo for Hong Kong, 1,280 tons (through).
Khyber (5,074) British, from London, Singapore—Mackinnon, MacKenzie—70 passengers, 2,158 tons general cargo for Hong Kong, 4,728 tons (through).
Khiva (5,550) British, from Yokohama, Shanghai—Mackinnon, MacKenzie—50 passengers, 108 tons general cargo for Hong Kong, 1,795 tons (through).
Glenbeg (5,845) British, from Middlesbrough, Singapore—J. M.—7 passengers, 1,047 tons general cargo for Hong Kong, 4,500 tons (through).
Tisondari (5,010) Dutch, from Sourabaya, Muntok—J.C.J.L.—742 passengers, 2,885 tons general cargo for Hong Kong, 6,420 tons (through).
Vulcanus (707) Dutch, from Canton—A.P.C.
Times Maru (1,804) Japanese, from Keelung—M.B.K.—1,280 tons coal for Hong Kong, 1,800 tons (through).
Shini Maru (2,814) Japanese, from Fusan—Y.K.K.—1 passenger, 648 tons sandal wood for Hong Kong, 2,015 tons (through).
Tak Hing (105) Chinese, from Autau—Fook Hoi Co.—1 ton general cargo for Hong Kong, 40 passengers.
Tak Hing (101) Chinese, from Macao—Hoc Hing Co.—00 tons general cargo for Hong Kong.
Tai Leo (1,044) Chinese, from Chefoo—Yee Tai Co.—725 tons general cargo for Hong Kong, 1,150 tons beans (through).
Wing Leo (841) Chinese from Port Bayard—Yiu Yuen Co.—51 passengers, 280 tons general cargo (through).

Departures

For Hoihow:—Mundo Maru, Halvard.
For Swatow:—Hydrangea.
For Canton:—Times Maru, Corona, Chonan.
For Haiphong:—Vulcanus.
For Macao:—Tak Hing.
For Saigon:—Shun Chin.
For Autau:—Tak Hing.
For Singapore:—Van Heuter, Seattle Maru.

Clearance

For Swatow:—Kwang Tung.
For Shanghai:—Diomed.
For Swatow:—Svala.

Arrivals	Departures	In Port
British	6	21
Japanese	2	5
Norwegian	0	1
Chinese	4	15
Dutch	2	3
American	0	2
Danish	0	1
French	0	3
Portuguese	0	2
	16	60

FEAR OF USURERS

That a Sikh moneylender, Karnail Singh of the Palace Hotel, had offered him \$50 not to give evidence was the allegation made by Kurtar Singh, motor-car dealer and driver, in the Summary Court yesterday.

The former sued a Chinese for \$540 and the latter gave evidence under subpoena. One of the witness' statements was that "if he told the truth all the moneylenders would be against him." He admitted in cross-examination that he is heavily indebted.

The defence is that the promissory note was not signed at the Palace Hotel, plaintiff's registered address. Judgment was reserved.

Mr. Sadao Saburi, the Japanese chargé d'affaires, gave a dinner on September 18 at the Japanese Embassy in honour of Count Uchida. Among the guests were:—Lord Hallsam, Sir Ronald Lindsay, Sir Arthur Willett, Sir Edward Crowe, Sir Horace Hamilton, Sir William Berry, Mr. Douglas Hacking, M.P., Mr. W. F. Mitchell, M.P., Mr. G. A. Mounsey, Mr. J. T. Pratt, Mr. W. Strang, Mr. G. N. M. Bland, Dr. Harold Williams, Dr. Douglas Crawford, Colonel E. F. Lawson, Mr. H. E. Sly, Mr. J. L. Garvin, Mr. H. A. Gwynne, Mr. R. D. Blumenfeld, Mr. J. S. Hodgson, Mr. W. Harrison, Mr. J. O. P. Bland, and several members of the staff of the Japanese Embassy.

Mr. J. E. Smith, of Loughborough-road, Brixton, S.W., entered a train on a recent Saturday at Paddington to see his wife off to Cornwall, when the train started and he was carried to Newton Abbot, Devonshire.

At the funeral at Belmont Abbey, near Hereford, of Dr. F. E. Gladstone, formerly organist at Llandaff, Chichester, and Norwich Cathedrals, four monks sang "In Paradisum," which Dr. Gladstone had written for the occasion.

Mrs. Jane McBride Struthers, of Megan-street, Glasgow, became ill and died while on her way to a wedding on a recent Saturday.

COUNT THE

"MAILS."

See Page 3.

President Liner

SAILINGS

Weekly Trans-Pacific Service

To San Francisco and Los Angeles.

The Sunshine Belt via Honolulu.

Fortnightly sailings on Tuesdays.

Pres. Taft Nov. 6th.
Pres. Jefferson Nov. 20th.
Pres. Lincoln Dec. 4th.
Pres. Madison Dec. 18th.

To Seattle and Victoria.

The Short, Straight Route to America.

Fortnightly sailings on Tuesdays.

Pres. Jackson Oct. 30th, at 8 a.m.
Pres. McKinley Nov. 13th.
Pres. Grant Nov. 27th.
Pres. Cleveland Dec. 11th.

£120, £112 Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada, liberal stop-over privileges for sight-seeing.

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ROUND THE WORLD.

Fortnightly sailing on Sunday via Manila, Straits, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston.

Pres. Adams Nov. 4th 8 a.m.
Pres. Garfield Nov. 18th 8 a.m.
Pres. Harrison Dec. 2nd 8 a.m.
Pres. Monroe Dec. 16th 8 a.m.
Pres. Wilson Dec. 30th 8 a.m.
Pres. Van Buren Jan. 13th 8 a.m.

To Manila

Pres. Taft Oct. 27th 8 p.m.
Pres. McKinley Nov. 10th 8 p.m.
Pres. Lincoln Nov. 24th 8 p.m.
Pres. Grant Nov. 20th 8 p.m.
Pres. Cleveland Dec. 4th 8 p.m.

For Bookings, Passenger and Freight Information apply to

Hong Kong and Shanghai Bank Building, Ground Floor.

Telephone Central 2477, 2478 and 795

Cable Address "Dollar."

CANTON BRANCH—No. 4, Sha Kee Street.

American Mail Line and Dollar Steamship Line

AUSTRAL-CHINA NAVIGATION COMPANY

S.S. "CALULU"

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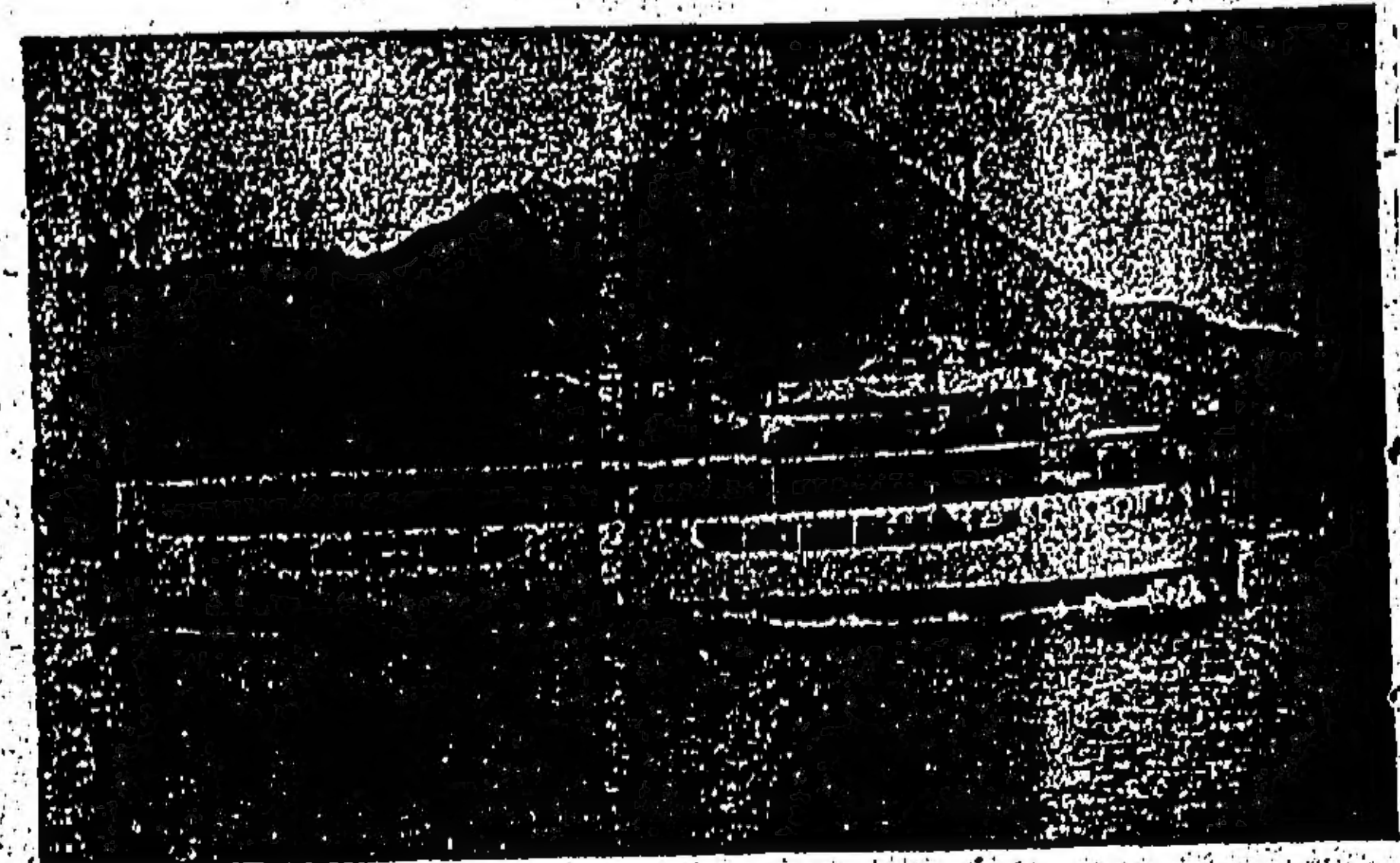
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HOME FROM HOME

FOR LOCAL SAILORS AND SOLDIERS

WHAT IT MEANS

Service men are keenly awaiting the opening of the New Sailors' and Soldiers' Home, about which there is no doubt regarding its premier position as a Service men's home: this is assured by the enthusiasm of those at the head and the assistance of many willing helpers who have the welfare of the Service men at heart. The manager and his wife have already won the esteem of many Service men, who cannot fail to be at home in their company.

It means so much to the man away from home, who has no special attractions, to have a place to go to as nearly like home as the New Home promises to be. And what Service man is there who does not thoroughly enjoy the few home comforts that it may be possible to get when ashore? Incidentally such a Home has its influence on those less keen on the homely side of life, for the many attractions it will have cannot fail to appeal to and help those who have a great desire to keep steady, but have never quite found that seclusion and comfort so desired.

As we have had many articles from the one side, these few lines from the other side—the Service man's—may be helpful to those who most desire to see the New Home a real success, though all will admit no stone has been left unturned.

No doubt it has been asked "What does a Service Man consider the attributes of a Service men's Club?" shall we call it.

There is really only the one answer "That it should be as nearly like home as possible," and there is more in this than people are led to believe.

The Inner Man.

It is well known that "Jack" has to put up with many discomforts in his everyday life, discomforts that never come the way of people in other stations of life, and it is for this very reason that he is rather a particular sort of individual when ashore. He craves that change from everyday routine by seeking everything of the best, just as many who have every comfort at hand will seek a change by climbing a rough mountain or in other arduous adventures, and the cost he does not study so much. A few days of real home comforts, he considers, are worth remaining aboard for an extra time.

The inner man probably comes first. A nicely cooked meal with a change in the menu from that aboard, if possible, will surely mean a second visit. Purchasing food by tickets does not appeal to him: it is unlike home. Of course, everything must be clean, for a desire for cleanliness, like that for recreation, is acquired from Naval routine.

Again, necessarily having much red tape aboard "Jack" likes things to be had with the least amount of bother when ashore. As an example rather than apply at the counter or elsewhere for a towel, boot brushes, etc. as a particular notice might state, he would prefer to pay 20 cents for a "wash and brush up" or go to a bootblack for the cleaning of his footwear.

Thus in an ideal "Home" one might expect to find an attendant whose duty it was to see to these and other requirements for a small charge. Such an arrangement would do away with the necessity for chaining down the hair brushes, combs, etc. which otherwise would admittedly be essential. Certain orders, more particularly regarding behaviour have to be made, we know, but these can be drawn up with discretion.

A Sports Club.

The idea of a Sports Club is an excellent proposal. Recreation is very much encouraged in the Services and few are the men who are not keen on some form of sport. This will be a fine attraction together with the social club tending

"SENIORITA"

BEBE DANIELS' LATEST PICTURE

COMING TO THE QUEEN'S

Delightful Bebe Daniels arrives at the Queen's Theatre on Sunday and Monday in her latest production "Seniorita," according to a special advertisement in this issue. The story of "Seniorita" is a rollicking romantic comedy of love and adventure in South America. Bebe, herself, is seen in the role of a North American girl of Spanish descent who visits her aged grandfather at the ancestral home in South America. Upon her arrival she learns that her grandfather has always understood her to be a boy and that for her to appear in other guise would break his heart. With characteristic impulsiveness, she masquerades as a boy and appears to her grandparent in that guise. Situation follows situation in bewildering sequence. Not only is she accepted as a boy but finds herself in a position where she must make good as the youthful head of the family. She does, to the satisfaction of everybody concerned. "Seniorita" is spoken of as being the popular comedienne's finest effort to date.

HONOUR FOR CHINA

Shanghai, Yesterday.

A "Kuo Min" message says that the Assistant Secretary General to the League of Nations, M. Avenol, has been instructed to proceed to China in December to establish general and direct contact with the Chinese Government.—Reuter.

to produce that family atmosphere which will lead to bigger things. The social atmosphere pervading will count much towards the Spiritual Purposes, for men may be drawn by their own feelings, but resent, and will stay away, if attempts at persuasion are made. Speaking of the social atmosphere Service Men are inclined to think their civilian friends dislike their company and it would be a happy combination if the social side of the Home could include both service men and civilians.

Men who are keen on outdoor sport often prefer to keep their outfits ashore and for this reason lockers are ever a great boon.

Another item to include might be an advertisement board where for a small sum adverts, of all descriptions "Wanted to buy" "For Sale," etc. could be displayed.

Billiard tables are always an attraction, as is a reading room with small writing tables where one may write at ease without that feeling of being overlooked.

Such a Home could not be bettered and I have in mind one in a naval port in England which was reconditioned.

Towards Union

Previous to reconditioning it had the worst possible name and was a last resort for beds, etc. After the installation of modern improvements, even to including a garage and loud speakers in the restaurant, billiard rooms, etc. its success now knows no bounds, so well is it patronized.

Even so the Home in reference has no Sports club and this, I think, together with other original proposals to be carried into effect in Our New Home will be greatly welcomed and will count as much towards union, which is the making of a "home."

Then we have an untiring and very capable manager with friends behind him who are full of zeal for making the New Home a real "home from home" and nothing short of an hotel at the lowest of charges.

May all of us Service Men appreciate the energy and good work that is being put into the New Home, and when it is opened respect all its privileges in treating everything as if it were our personal property in our own home.—C. L. F. in the Wanchai Wesleyan Methodist Church quarterly.

CHINA & JAPAN

NANKING CONFERENCE, END OF SEVENTH DAY

PART AGREEMENT REACHED

Nanking, Yesterday. At the conference this afternoon—the seventh day—between Dr. Wang and Mr. Yada, an agreement was reached on treaty revision, and the Tsinan, Nanking and Hankow affairs.

The terms of the settlement of the Tsinan affair are reported to be that Japan agrees to withdraw her troops from Shantung, but demands guarantees for the future safety of her nationals. Both sides agree to compensate the other's nationals for losses in lives and property, and an international committee will be appointed to find out who was responsible for starting the trouble.

It is expected that both China and Japan will side-step the question of the validity of the old Sino-Japanese Treaties and proceed to negotiate new treaties on the basis of full equality.

The settlement of the Nanking incident is similar to the settlements with the other Powers, the National Government expressing regret and agreeing to compensate Japanese subjects for their losses.

The Hankow incident was settled without difficulty.

Dr. Wang and Mr. Yada will now submit the terms to their respective Governments for approval.

Eight Main Points

The eight main points in the issue between China and Japan are the Nanking and Hankow incidents of March and April of last year, the Tsinan incident of last May, the continued occupation of Tsinan and the Shantung Railway zone by Japanese forces, Treaty revision, Tariff revision, the future status of Manchuria, and the question of the National Government recognising the unsecured loans made by Japanese to the Peking Government.

The Chinese maintain that the proceeds of some of these loans were used to finance campaigns against the Nationalists. Japan is pressing that these loans, aggregating \$30,000,000, should be a charge against the Chinese Customs as *quid pro quo* of Japan's acceptance of the institution of a graduated increase in the Chinese Tariff, subject to a conventional tariff with Japan involving reciprocal duties on certain articles, with the object of preventing China from shutting out the huge trade in cheap Japanese cotton goods.

No Serious Difficulty.

The conference resulted in lengthy and satisfactory discussions on the Nanking incident, concerning which an agreement is unlikely to present any serious difficulty.

The differences regarding the Hankow incident are comparatively minor, while the atmosphere in connection with Treaty revision is described as favourable. Mr. Yada's attitude on that point coincides with Baron Tanaka's statement.

The negotiation for the settlement of the Tsinan incident, however, bristles with difficulties, especially in view of the fact of the Chinese losses of life and property as a result of the Japanese bombardment of Tsinan, which was very heavy, also the continued retention of a Japanese garrison in Shantung, as well as the fact that public opinion in China and Japan is diametrically opposed on the question of who started the trouble in Tsinan.

The subject of Manchuria and the unsecured loans have not yet been touched and it appears unlikely that they will be discussed in the conference, until an agreement has been reached on the other issues.

Nanking Uneasy.

The Chinese and Japanese delegates found their labours very heavy and probably the conference will adjourn soon, permitting Mr. Yada to report fully to Tokyo leaving Dr. Wang free to take up Treaty revision negotiations with



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REMINDER

THE ST. FRANCIS HOTEL Grill Room is open every day until 12 midnight, where the best food procurable, and properly cooked is served at popular prices.

The St. Francis Hotel

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the Italian Minister and the Belgian Charge d'Affaires who are now in Nanking.

While Chinese officials are satisfied with the progress of the negotiations with Mr. Yada, a feeling of uneasiness pervades Nanking that the conference is a mere gesture on the part of Baron Tanaka, partly to meet the demands of commercial opinion in Japan that his government, in order to ease the anti-Japanese boycott, should negotiate a settlement of outstanding issues with the National Government similarly to the other Powers, and partly to ensure that no fresh Chinese-Japanese crisis shall mar the peaceful atmosphere surrounding the Emperor's forthcoming enthronement.—Reuter.

Japanese View

Tokyo, Yesterday. The Japanese papers are taking a rather less optimistic view of the outcome of the Chinese and Japanese negotiations, while Government circles intimate that they are not as satisfactory as at first hoped, though they see no cause for pessimism. Though still declaring that Nanking must withdraw the abrogation of the Commercial Treaty, it is generally believed that its insistence is used for bargaining and the Government will not press formal withdrawal provided some sort of assurance is received that the provisional regulations will not be put into practice.—Reuter.

MINISTRY OF WAR

Nanking, Yesterday.

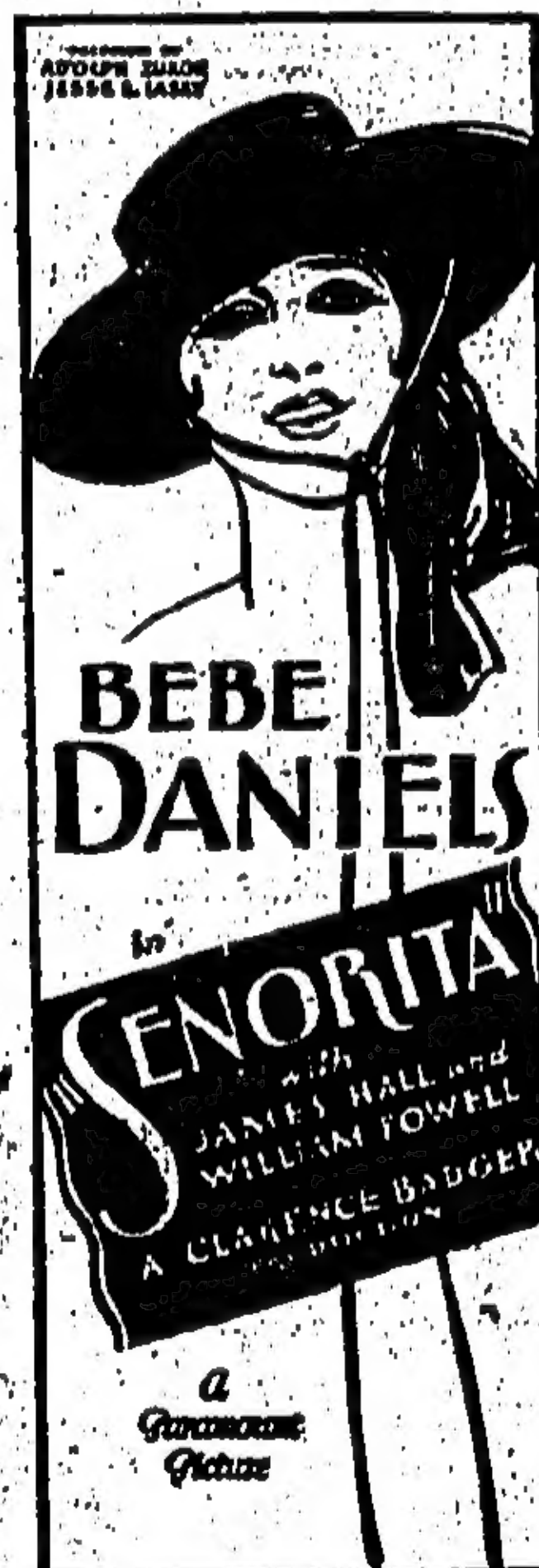
The Military Council will be abolished at the end of this month and a Ministry of War will be inaugurated on Nov. 1.—Reuter.

COUNT THE

"MAILS."

See Page 3.

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FANCY OUR MEETING... "

4799 { SWIFT SO AND SO...
THE ONE I'M LOOKING FOR... "

9461 { SELECTION... Debroy Somers Band
PARTS 1-2... "

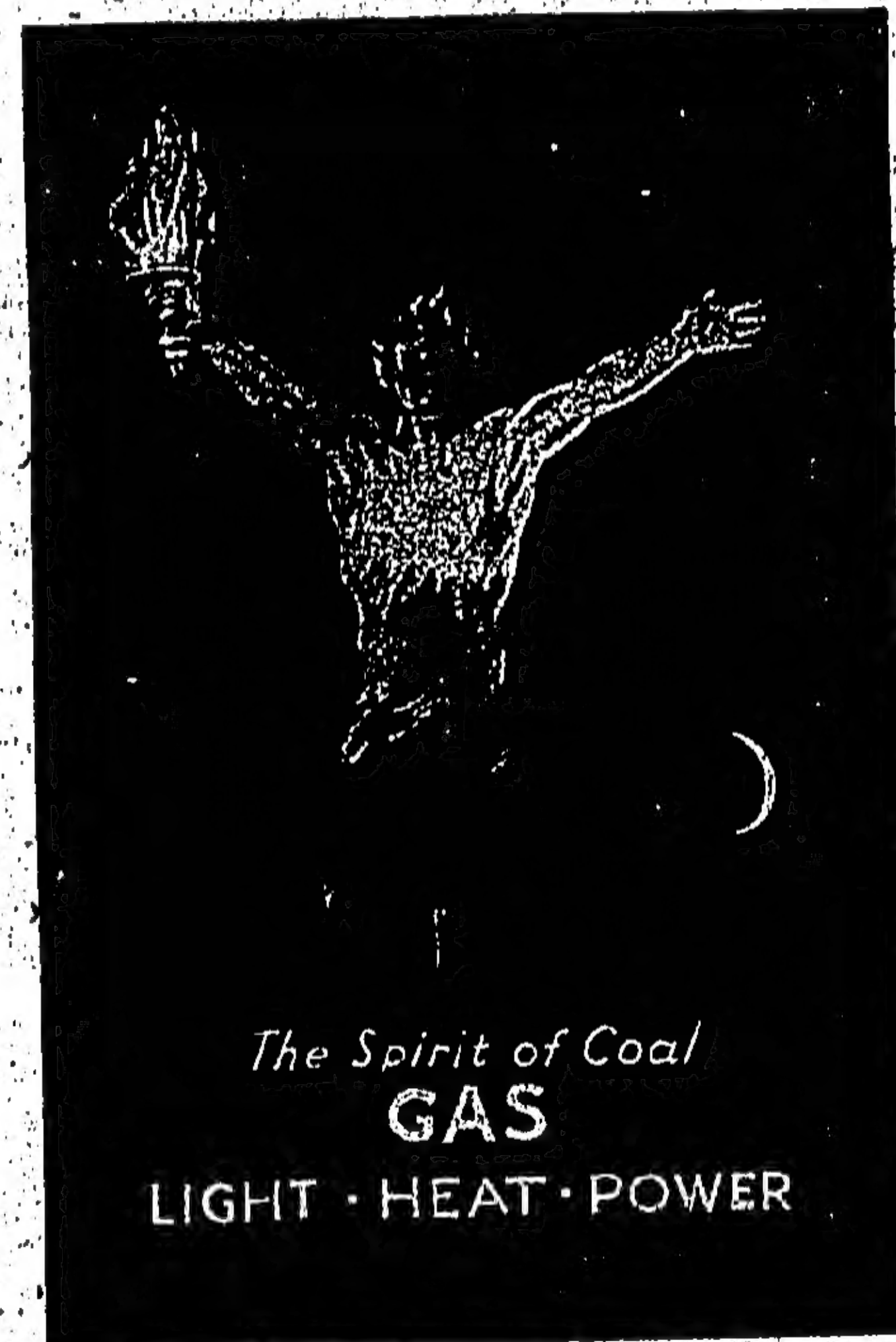
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SHANGHAI PORTUGUESE CELEBRATE NATIONAL ANNIVERSARY.—For the 18th anniversary of the Republic of Portugal, an official reception was held at the Portuguese Consulate-General. Members of the Consular Body, Chinese and foreign authorities, members of the Portuguese community, and their friends were entertained. A toast to President Oscar Carmona, the present Chief Executive of Portugal, was proposed by Senor F. de Paula Brito, the Portuguese Consul-General in Shanghai. (Sanzetti and Ah Fong)

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MAINTENANCE

AN ENGLISH COURT ORDER
AGAINST LOCAL MAN

A THREAT

That the newspapers "would see something" & the proceedings were published, was the threat made by Walter. Albert Thatcher, of the Seamen's Institute, Hong Kong, in Mr. R. E. Lindell's Court at the Central-Magistracy yesterday, in the course of the hearing of a summons against him to show cause why a provisional order, made under the Maintenance Order Act, 1923, against him in respect of his wife, Olive Dorothy Thatcher, by the Court of Summary Jurisdiction for the City and County of Bristol, on July 9, 1928, should not be confirmed.

The Magistrate explained to Thatcher that the order was to the effect that it had been proved that the defendant lived in Hong Kong and had willfully neglected during the past six months to provide maintenance for his wife and child. The custody of the child, aged 5, was committed to Mrs. Thatcher until he attained sixteen years of age. The order required the defendant to pay into the Court at Bristol a weekly sum of £2 for the maintenance of Mrs. Thatcher and of 10 shillings for the maintenance of the child so long as the latter was under sixteen years of age. The defendant was also ordered to pay 8/6d. costs.

Thatcher asked if he could pay into that Court. He said that he refused absolutely to send any money home because he had sent so much previously and every time he had received a letter to say that his wife had not received any.

His Worship asked if Thatcher agreed that the order should be made, for approximately £10 per month, and the money be paid into the Court monthly by defendant.

Thatcher inquired where his wife was to collect the money and was told by the Magistrate that she would receive it from the Court at Bristol. It was explained that the money would be sent through the Crown Agents of the Colony and it has to be collected from the Court at Bristol.

Defendant: As long as I can pay it into the Court, I don't mind. Otherwise I won't pay.

Pay Into Court.
Mr. Lindell then directed that Thatcher should bring into Court a money order or a draft, the latter would be better, on the first day of each month, or within the first week, if his ship was out of port, for £10 10s.

Thatcher said that he had only just got employment, temporarily, relieving a man. As long as he was in employment he would pay. As soon as his employment ceased,

COUNT THE

"MAILS."

See Page 3.

YAUMATI TRAGEDY

FURTHER EVIDENCE AT
KOWLOON YESTERDAY

AGAIN ADJOURNED

The case in which a Chinese was charged with murdering two Chinese outside No. 111, Woosung Street on Sept. 18, was resumed at Kowloon Magistracy yesterday.

Mr. H. Somerset Fitzroy appeared for the Crown with Mr. Hin-shing Lo (instructed by Mr. J. M. Hall) defending.

Mr. J. M. Remedios was present on behalf of the relatives of the murdered men.

After further evidence, the case was adjourned.

GERMANS IN NANKING

Shanghai, Yesterday.

Colonel Max Bauer, an artillery expert and protégé of General Ludendorff, and five German assistants, are due this week-end to take up their duties in connection with the training of Chinese Infantry. With the twenty Germans who arrived in Nanking a month ago, this makes about thirty Germans who are engaged by the National Government to act as military and police advisers, positions which British citizens are not permitted to accept.—Reuter.

SEX EQUALITY

Peking, Yesterday.

Pointing out that the National Government authorities, like the former regime, are still exercising unequal treatment to women in connection with the appointment of Government officials, the Women's Society has petitioned the Municipality for the removal of sex discrimination.—Reuter.

ed, the allotment must cease also. He had been unemployed for about a month now. Previously, he had been out in Singapore and had sent money to his wife in ordinary notes, and the trouble was that he did not register it.

Remarking that that was a very unwise thing to do, his Worship confirmed the order against Thatcher and directed that on the first week of each month he should pay into that Court, by means of a draft, the sum of £10 10s, and with the first draft he would have to include the sum of 8s. 6d. to include this costs. This would start on the first week of November.

Objects to Publicity

Then Thatcher made a request to the Magistrate that the proceedings be kept out of the newspapers. Mr. Lindell said that that was a matter for the defendant and the Press which was entitled to any public matter that transpired in that Court.

Thatcher remarked that the case was not news at all, and then proceeded to make the threat quoted above.

COLLISION

ACCIDENT ON CASTLE PEAK
ROAD

EUROPEAN INJURED

A motor accident on the Castle Peak road was reported to the Police yesterday afternoon by Chan Hing-fat, driver of public motor car No. 136.

He stated that at about 2 p.m., whilst his car was near the boundary of Chinwan and Shamshui, motor cycle No. 706, ridden by Mr. Keen of the P.W.D., suddenly appeared round a bend at a speed which Chan estimated at 40 miles an hour. On seeing the cycle, Chan immediately drew his car to the side of the road, but was not able to get out of the cycle's way in time.

A head-on collision occurred. The cycle rebounded and Mr. Keen was thrown heavily, receiving injuries to his legs and chest.

Soon afterwards motor car No. 134 appeared on the scene and removed Mr. Keen to hospital.

TINFOIL THEFT

THREE CHINESE SENT TO
PRISON

The case of theft of 594 lbs. of tinfoil, worth \$550 from the Hop Yik firm of Whitfield (reported yesterday), resulted in Mr. B. E. Lindell convicting the three men charged with stealing the metal.

The first and third accused were sentenced to two months' hard labour each, whilst the second man, who was shown to be the leader in the theft, received a sentence of three months' hard labour.

A remand was made in the case of the alleged receiver of the tin, who was defoliated by Mr. Leo d'Almada, Sen.

Mr. Hin-shing Lo conducted the case for the prosecution.

RENT COLLECTORS LOSE

Judgment for the confectioner, in his claim of \$148.70 for special damages and costs, was given by Mr. Justice Jackson in the Summary Court yesterday, the defendants being (as reported) the Yee Lao Estate Agency and Chu Kiu-chiu, rent collectors, of No. 5, Duddell Street.

His Lordship found that defendants had failed to carry out their undertaking to rent certain premises to plaintiff, who had made certain preparations to start a new business. Mr. D. L. Strallevat was for plaintiff and Mr. W. D. Owen for defendants.

Y.M.C.A. DEBATE

The first of the season's debates at the European Y.M.C.A. in Kowloon was held last night when Mr. P. S. Cassidy presided.

The motion was "that life in Hong Kong is preferable to life in England."

It was defeated.

Mr. W. E. Price and Mr. H. Burson led in support of the motion. Mr. P. Sands, M.A., and Mr. T. J. Price, B.Sc., led the opposition.

A number of others also spoke.

ANNOUNCING

THE SECOND ANNUAL

GARDEN FETE

(in aid of St. Peter's Church and Club Funds).

The Fete will be held in the grounds of

THE SEAMEN'S HOME, WEST POINT,

on November 3rd, from 2.30 to 11 p.m.

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**CHINA NEWS, LOCAL NEWS
AND ALL THE NEWS**

SEND IT HOME!

The week has been an exceptionally busy one both in "local" and "China" news. It is only to be expected, therefore, that the latest number of the "Overland China Mail" is a bumper issue, full of good reading matter for anybody interested in China generally, and Hong Kong particularly.

Furthermore, the "Overland" is the only illustrated weekly budget of news printed in this Colony.

Business men all over the world will naturally take note of the suggested schemes of re-construction in China, in which financiers of other nations may take part. Particulars and comment will be found in handy form in the "Overland."

Concise but none the less descriptive are the reports relating to the China and Japan "conversations" which, it is hoped, will pave the way towards removal of understanding between the two most important countries in the Orient.

Then there is a possibility of a new war in the North—also fully dealt with, as is the topic of Sino-Foreign co-operation.

In the Colony itself, judgments concerning the shipping and mercantile communities have been delivered, a multitude of sports engagements have been held, the Criminal Sessions have provided remarkable trials, and the season of "returning from home leave" has set in.

If you want to tell your friends about occurrences out here, send them the "Overland." It will be highly appreciated.

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and via Siberia at 6 p.m. on Monday.

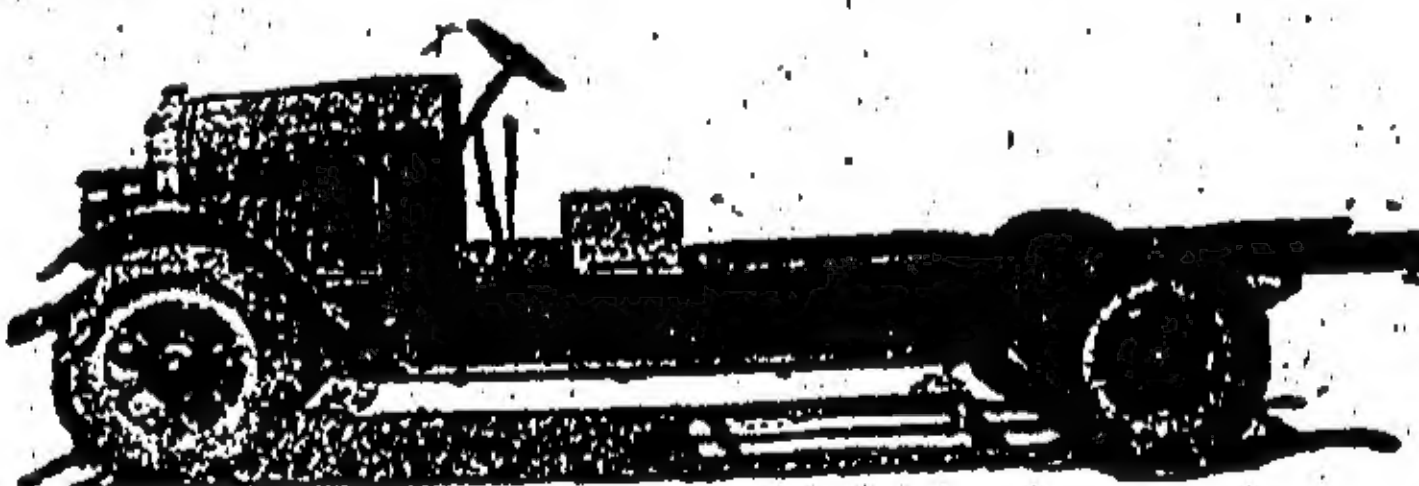
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SOCCER

Lai Wah Cup Opening Match

ROYAL NAVY v. THE ARMY.

Seven Junior League Matches For Decision

[By "Rover"]

There are no 1st Division League matches this week owing to the meeting of Army and Navy at the Club ground on Saturday in the first semi-final for the Lai Wah Cup.

The "Lai Wah" Cup was presented by the Lai Wah Co. in 1925 for competition on the knock out system between teams representing the Royal Navy, the Army, Civilians and Chinese and the matches form an interesting guide to the selection of probable Interport Teams. Previous winners are:—

1925	Civilians
1926	Civilians
1927	Army
1928	Civilians

The teams were drawn by the Hong Kong Football Council at their last meeting and although Navy would have preferred waiting a little longer for their round, yet they have a very serviceable team in the field for Saturday and the chances are very even for a great fight and a close result.

The full official programme for to-morrow, with officials, is as follows:—

Lai Wah Cup—Semi-Final:—
Army v. Navy, Club ground—kick-off 4 p.m.—referee, Mr. Smith; linesmen, Messrs. Lawrence and Samy.

Hong Kong League Division II—kick-off 3.00 p.m.:—
Small Units v. K.O.S.B., Sookumpoo—referee, B.Q.M.S. Hutchins.

South China v. Queen's, Caroline Hill—referee, Mr. Lawrence.
Chinese Athletic v. South China B, Chinese ground, Valley—referee, Pte. Farnsworth.

R.A.F. v. St. Joseph's, Recreio ground—referee, Mr. Stoakes.
Navy v. R.A., Navy ground; Happy Valley—referee, Mr. Ip Kau-ko.

Kowloon v. University, Kowloon—referee, Lie. Corpl. Greave.
Eastern v. Recreio, St. Joseph's, Happy Valley—referee, Sergt. Toms.

The big match at the Valley should be a most attractive one. By the arrival of one or two of H.M. ships, Navy have been able to field a likely looking lot. Evans ("Bruce"), Cope ("Magnolia"), Van Tromp and Firth ("Hermes") represented Navy last year in Hong Kong. The new men are also well spoken of and although the Army team looks strong, I rather fancy Navy as the players have been getting in plenty of good work during the past week and have a knowledge of one another's ways also.

The teams are:—

Army:—Fletcher (R.A.); Hooper (Queen's), Martin (K.O.S.B.); Byrne (Queen's), Sims (R.A.M.C.) captain, Skiggs (K.O.S.B.); Everest (K.O.S.B.); Stock (K.O.S.B.); Leach (R.A.); Barclay (Queen's), Caldwell (Queen's).

Navy:—Ward ("Seamew"); Cornwall ("Foxglove"), Moss ("Cumberland"); Chauher ("Cumberland"), Cope ("Magnolia"), Captain, Sturtyvant ("Hermes"); Van Tromp ("Hermes"); Firth ("Hermes"), Evans ("Bruce"), Mann ("Cumberland"), Cobb ("Cumberland").

Navy are nippy forward, the right wing having played for Kent County, and Evans is a fine centre forward. The "Cumberland" left wing is fast and dangerous.

The Army look a very good side individually, although one misses McClintchey, Alexander Campbell, Hill, Richardson, and we can only assume that the Army selectors have been carefully watching current form. Queen's, owing to their very fine showing so far this year, demand the recognition they have received in the team selected, and the team has a very solid appearance all round.

The match will be well worth watching and a little luck either way may be the deciding factor. Advertising to the Navy team, we shall in all probability before Christmas see McGregor, the Navy back for seasons 1923/24/27/28; Tillet, Navy half back in 1926, and Peacock, centre forward, Navy and Port divisional players—all these fine players being at present North with the Fleet and expected shortly. In addition, Pearks and Seantlebury, Devon County players, and old favourites last year in Hong Kong playing fields, will also strengthen the side at an early date.

The Junior or 2nd Division programme contains seven

matches but none possess any special feature with the exception of South China A v. Queen's Regiment at Caroline Hill, and R.A.F. v. St. Joseph's on the Recreio ground, both these results being very open. Among the others, "Hermes" should beat Small Borders, Chinese Athletic Reserves should secure full points against South China B, and Navy should beat R.A. Kowloon and Eastern should also be amongst the winners of the day.

On Tuesday next the monthly meeting of the Hong Kong Football Council takes place and the Emergency Committee specially appointed to deal with urgent matters have already an important account of work done to present to the Council.

Already unfortunate incidents have been experienced and dealt with summarily by the officials controlling the games, and players should take the advice previously given in these columns that the use of hands, excepting in the case of goalies, will not be permitted in Association Football, and striking or attempting to strike during the course of any game is only asking for trouble, and gives the referee no alternative but immediate dismissal for the player. An early warning is not out of place. Fortunately no senior players have yet offended, and there is no need for this offence which robs the player of his sport and spoils the game for the spectator. Saturday afternoon we want Soccer; the evenings at the City Hall are devoted to the other manly sport.

TEAMS FOR TO-MORROW

Kowloon II v. University

Kowloon:—Angus; Nicholls, Hast; Robson, Easterbrook, Blacklock, Hannan, Davis, Moss, Waddington, Eastman.
Reserves, White, Seddon.

Navy II v. R.A.

Navy II:—Price ("Tamar"); Johnson, ("Cumberland"), Mist ("Tamar"); Harris ("Tamar"), Sims ("Tamar"), Tong ("Magnolia"); King ("Cumberland"), Skull ("Tamar") Adams ("Seamew"), Sorbie ("Tamar"), Bowles ("Cumberland").

COUNT THE

"MAILS."

See Page 3.

BOWLS

END OF THE SEASON GAMES

THE SPEY ROYAL

[By "Bias"]

Last Saturday, as expected, the Club de Recreio "A" won their match in no uncertain manner and gained promotion to the first division. On Sunday in the Spey Royal Cup Civil Service defeated them on Craigengower ground and will figure in the final probably with Craigengower. This match and the Championship singles will provide a very interesting afternoon on the Kowloon Bowling Green's rinks. As I said last week my forecasts are Craigengower and Clark.

To-morrow

To-morrow finishes the fixture list when in the Second Division, Taikeo meet the Yacht Club and Kowloon Bowling Green Club the Club de Recreio "B". The only interest so far as the Competition is concerned is that by winning as they are almost sure to do on their own green, Taikeo will finish up a good second to the Recreio "A", only 2 points behind. The Bowling Green at home ought to account for the Recreio "B" without much difficulty.

This is the end of the Bowls Season and the one thing that stands out most prominently is the fact that the popularity of the game is on the increase. It is difficult to get a game on some of our greens on Sunday afternoons. Holidays and certain week days and in some clubs the ladies have been bitten by the Bowl's flea. The weather was not at all kind and the energetic secretary of the local association had a trying time arranging postponed fixtures, especially with an odd number of teams in each division.

Next year I think it might be arranged to play matches at the beginning of the season on Wednesday afternoons. It is light up to well after 7 p.m. and a great many people have a half day. In any case there should be no difficulty in starting play at 5.15 p.m. It might not suit the league; but I recommend that the Spey Royal dates should be fixed and they be Wednesdays at the beginning of the season. The final could be arranged for a holiday. The open Championship went off very smoothly and if it were drawn earlier the final could be arranged to synchronise with the Spey Royal round Chinese New Year which is an ideal time for these festive occasions.

There are always occasions in the various clubs, such as there was at Craigengower Sports when the Shields could be presented to the winning teams in the league. It must not be forgotten as I have already said that in the case of three of the most important clubs the beginning of the Cricket Season means the closing of the Bowling Greens.

GOLF

STARTING TIMES FOR SUNDAY

9.24 a.m.	A. D. Humphreys, N. E. Kent.
9.28	J. S. Dykes, W. A. Weight.
9.32	S. T. Butlin, W. A. Stewart.
9.36	T. L. Christie, S. M. Monroe.
9.40	H. W. Moon, E. B. Clarke.
9.44	L. Garner, G. E. Mitchell.
9.48	D. Ellis, J. Gardner.
9.52	J. E. Mackay, H. Spicer.
9.56	L. R. Andrews, J. S. MacLaren.
10.00	C. W. Jeffries, W. M. Fleming.
10.04	E. R. Hallifax, Col. Lynch.
10.08	C. Stark, P. P. J. Wedderhouse.
10.12	A. E. Lissaman, F. A. Remond.
10.16	D. J. Gilmora, H. U. Ireland.
10.20	K. S. Robertson, E. D. Matthews.

MONEY & SHARES.

TO-DAY'S QUOTATIONS.

On London	Bank, wire	2/- 3/4
Bank, on demand	2/- 5/16	
Bank, 80 days' sight	—	
Bank, 4 months' sight	2/- 3/4	
Credits, 4 months' sight	2/1 3/4	
Documentary 4 months' sight	2/1 3/4	
On Paris	—	
On demand	1287 1/2	
Credits, 4 months' sight	1382 1/2	
On Berlin	—	
On demand	—	
On New York	—	
On demand	49 3/4	
Credits, 60 days' sight	50 3/4	
On Bombay	—	
Wire	134 1/4	
On demand	134 1/4	
On Calcutta	—	
Wire	134 1/4	
On demand	134 1/4	
On Singapore	—	
On demand	86 1/2	
On Manila	—	
On demand	98 3/4	
On Shanghai	—	
On demand	77 3/4	
30 day's sight (private paper)	—	
On Yokohama	—	
On demand	103 3/4	
Gold Leaf, 100 fine (per tael)	—	
Sovereigns (Bank's buying rate)	9.55	
Silver (per oz.)	26 3/4	
Bar Silver in Hong Kong	—	
4% prem.	—	
Chinese Copper Cash nom.	—	
Chinese Copper Cents 8% prem	—	
State of Native Interest	7% p.a.	
Chinese Sub. Coin	31 1/2 dis.	
Hong Kong Sub. Coin Par.	—	

LONDON EXCHANGES

London, Yesterday.	
Paris	124.15
New York	4.85 1/2
Brussels	34.89
Geneva	25.20
Amsterdam	12.09 3/4
Milan	92.60
Berlin	20.35
Stockholm	18.14
Copenhagen	18.19
Oslo	18.19
Vienna	34.495
Prague	168 3/4
Helsingfors	192 3/4
Madrid	30.075
Lisbon	107 3/4
Athens	375
Bucharest	802 1/2
Rio	5.29 3/32
Buenos Aires	47 3/4
Bombay	1/6 1/16
Shanghai	2/7 1/4
Hong Kong	2/0 3/4
Yokohama	1/11 15/16
Silver Spot	26 3/4
Silver Forward	26 3/4

—British Wireless Service.

10.24	G. W. Garrett H. Graves.
10.28	S. J. H. Fox, R. P. Moodie.
10.32	B. J. Lacon, E. Kern.
10.36	G. W. Sellars, G. W. Reeve.
10.40	H. R. Forsyth, R. K. Hepburn.
10.44	A. B. Purves, D. Forbes.
10.48	W. L. Alexander, T. Low.
10.52	E. N. Monie, J. A. S. Cameron.
10.56	A. B. Raworth, L. G. S. Dwyer.
11.00	G. Davidson, A. C. I. Bowker.
11.04	N. L. Smith, C. B. Johnson.
11.08	J. Coulthart, W. K. Tait.
11.12	H. A. Lammert, F. M. Ellis.
11.16	D. M. Goodall, E. P. Fletcher.
11.20	F. A. Merry, K. L. Dugan.
11.24	N. Garland, H. A. Kelly.
11.28	H. Roger, M. L. Clarke.
11.32	Capt. Pillane, Capt. Beeton.

Lai Lin, master of a trading junk, was charged at the Marine Court this morning, with dumping rubbish into the harbour at Cha Kwo Liang. The defendant, who pleaded guilty, stated that the rubbish was got from the Taikeo Dock and that he had been dumping it for some time. The rubbish, it was stated, consisted of steel and coal dust.

THE SHARE MARKET.

Stock	Hong Kong Stock Exchange
T.T. on London	2/- 3/4
T.T. on Shanghai	77 3/4
Banks	
Hongkong Bank	\$1335 b
do. Lon. Reg.	\$141 b
Chartered Bank	\$214 b
Mercantile A. & C.	\$34 b
do.	\$14 b
P. & O. Bank	\$94 b
Bank of East Asia	\$77 3/4 b
Insurance	
Canton Insurance	\$855 b 67 1/2 s
Union Insurance	\$933 b
North China Insurance	\$160 b
Yangtze Insurance	\$1850 b
China Underwriters	\$255 b 2 1/2 s
China Fire Insurance	\$275 b
H.K. Fire Insurance	\$800 s
Shipping	
Overseas	\$33 1/4 n
H.K. Steamships	\$23 1/4 n
H.K. Tugs & Lighters	\$160 n
Indo-China (Prof.)	\$40 1/4 b 42 s
do. (Def.)	\$72 1/4 b
Shell Transport	\$118 n
Water-works	\$23 b
Mining	
Benguet	\$24 b
Kailan Mining Ad.	\$71 n
Langkate (Combined)	\$11 n
do. (Single)	\$5 n
Shanghai Explorations	\$2.80 b
Shanghai Loans	\$3 b
Rauba	\$4 n
Tromps Mines	\$17 1/2 n
Docks, Wharves, Godowns, &c.	
H.K. & E. Wharves	\$138 1/4 n
H.K. & W. Docks	\$37 n
China Providents	\$5 1/4 s
Hongkong	\$158 n
New Engineering	\$64 n
Shanghai Docks	\$106 b
Cotton Mills	
Two Cottons	\$11.10 b
Oriental Cottons	\$2 1/4 s
Shai Cottons (Old)	\$53 1/4 b
do. (New)	\$27 1/4 b
Lands, Hotels & Bldgs.	
H.K. & S. Hotels	\$9 b
Hongkong Lands	\$67 b
Shanghai Lands	\$108 b
Hongkong Estates	\$15.70 n
Hongkong Realities	\$9.15 n
H.K. Territorials	—
Prince's Buildings	—
Public Utilities	
H.K. Tramways	\$21.90 b 22.10 s
Peak Tram (old)	\$18 b
do. (new)	\$6.30 n
Star Ferry	\$67 1/4 b
China Light's (comb.)	—
do. (old)	\$13.35 b 13.80 s
do. (new)	\$13.20 b
do. 1928 issue	\$52 sa
H.K. Electric (new)	\$51 sa
Electric (new)	\$52 sa
Macao Electric	\$36 b
H.K. Telephone	\$74 b C R
	\$5.80 b x R
	\$3.20 n R
Ch. Zues	\$11 n
Singapore Traction	\$12 n
do. Pref.	\$18 3/4 b
Industrials	
Tina Sugars	\$1 n
Wabon Sugars	\$21 1/4 n
Canton Ice	\$3 1/4 n
Cements (comb.)	\$9.80 n
do. (old)	\$9.80 n
do. (new)	\$11 n
H.K. Ropes (old)	\$7.60 n
do. (new)	\$7.55 n
United Asbestos	\$5 n
Stores, &c.	
Dairy Farms	\$23 1/4 s
	\$23 1/4 / 23 3/4 sa
Watsons	\$14 1/4 b
Der A. Wing	\$14 b
Fane, Crawford	\$3.05 b
MacIntosh	\$20 n
Sincere	\$94 b
Wm. Powell	\$3.60 b
Miscellaneous	
H.K. Amusements	\$28 1/4 s
H.K. Constructions	\$12 b
B. Ind. G. Bonds	\$5 1/2 b
Electric (new)	3% Prem. b
H. K. Govt. Loans	3 1/4% Prem. b

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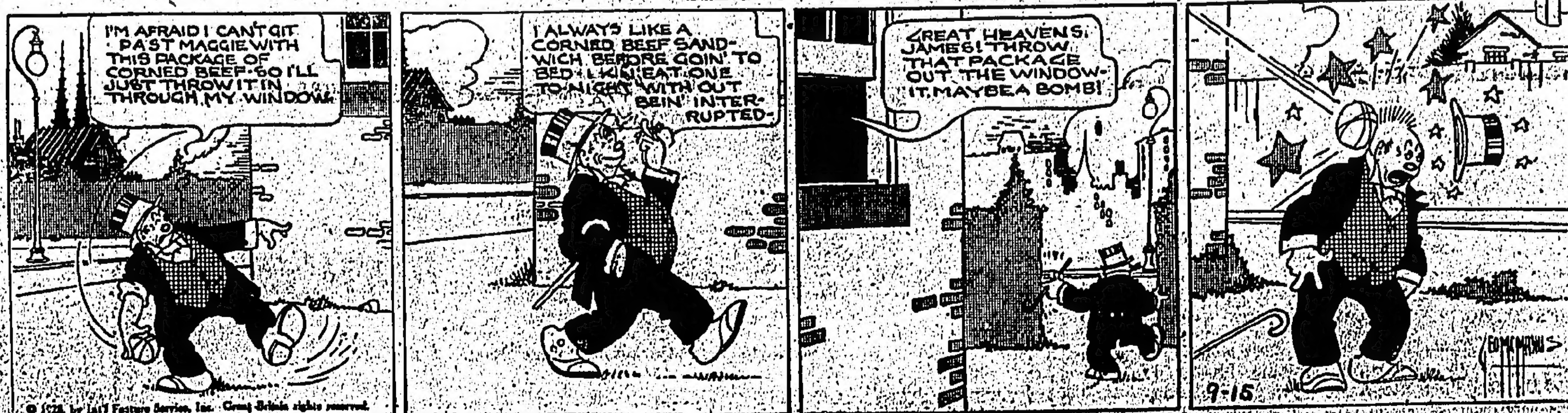
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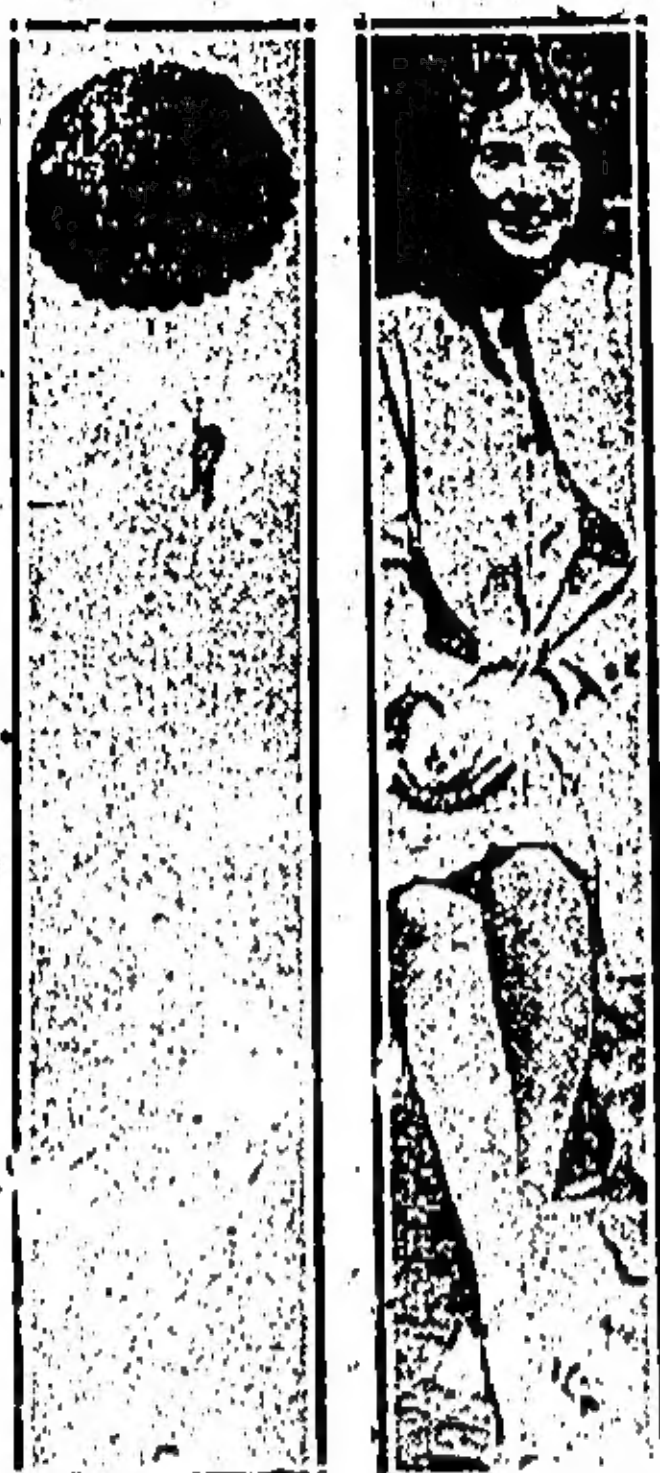
WORLD NEWS IN PICTURES.

To Brave the Antarctic.



A new and exclusive photo of Commander Richard E. Byrd, who heads two-year scientific expedition into the Antarctic regions. He is shown in the fur clothing which he will wear almost continuously for two years.

Fair Jumper.



Miss Nancy Glave, a society debutante and member of New York's Junior League, who offered to make a parachute leap on every day of the Long Island pageant at Minsola, L. I. Photo at left illustrates perilous nature of the feat the pretty Nancy wished to perform in the interest of the "400" fair.

Bullet Marks in G\$18,000 Robbery.



Raiding the offices of Service Transportation Co., 180th-street and Webster-avenue, New York city, four gunmen escaped with G\$18,000. Gunfire shattered this window, beside which is Miss Mildred Mueller, an employee, among those told to "put 'em up."

Flew With Lindbergh



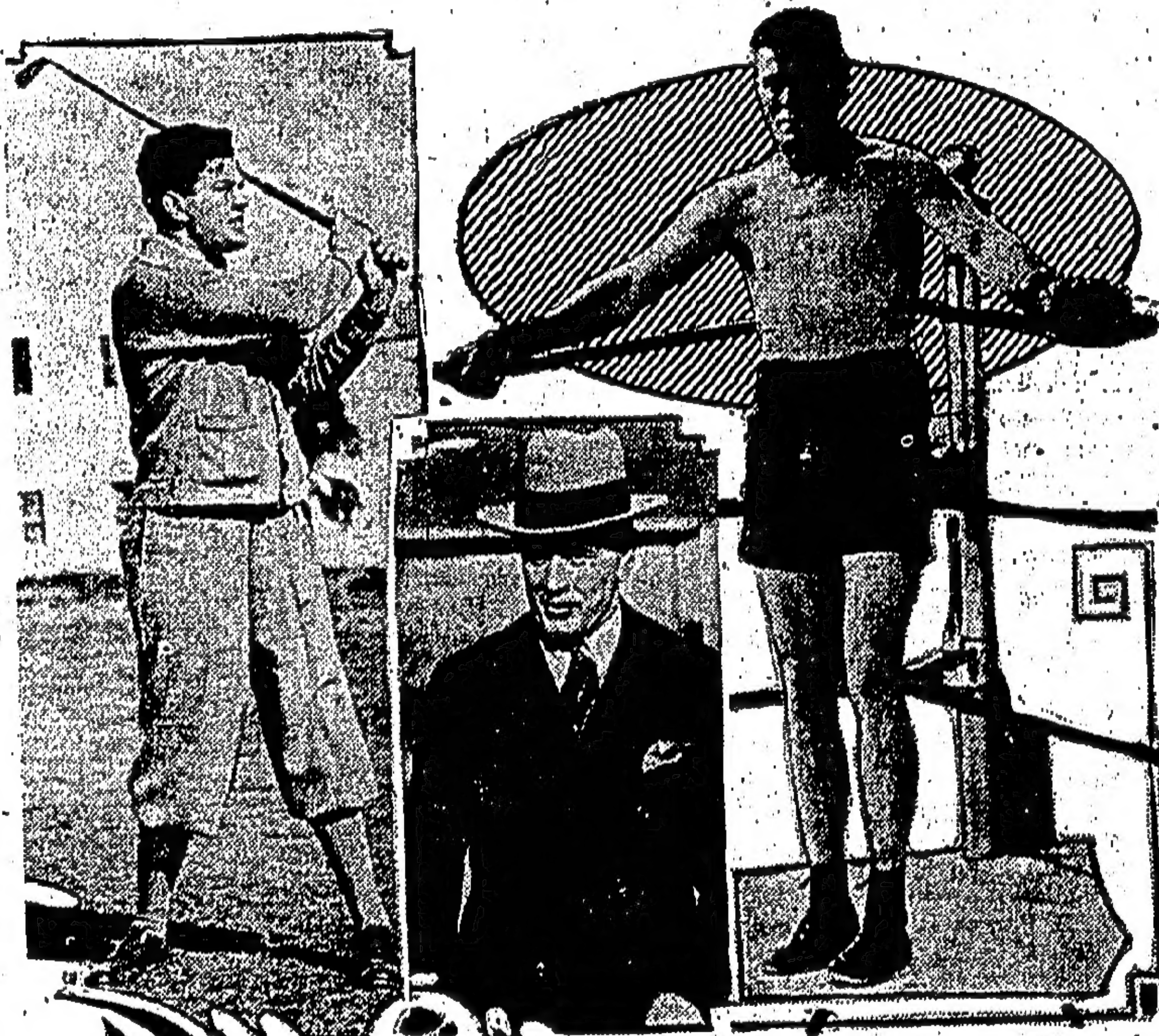
Pretty Alice Eastland, San Francisco debutante, who was "thrilled to death" by her flight from San Francisco to Montecito, Cal., with Colonel Charles A. Lindbergh. Her father, Thomas B. Eastland, is a director of Trans-Continental Air Transport, Inc.

Held as "Raffles."



Mrs. Helen Casey, a young Freeport, L. I. mother, whose home, police say, was filled with alleged, stolen jewellery and furs. She was arrested on a charge of burglary.

Three Poses of Gene Tunney.



Three poses of Gene Tunney, ex-heavyweight champion of the world, who visited England recently. At left, the sportsman; centre, the society man and literature, and, right, the man who cut the redoubtable Jack Dempsey to ribbons to win the heavyweight championship.

Injured in Times Square Wreck.



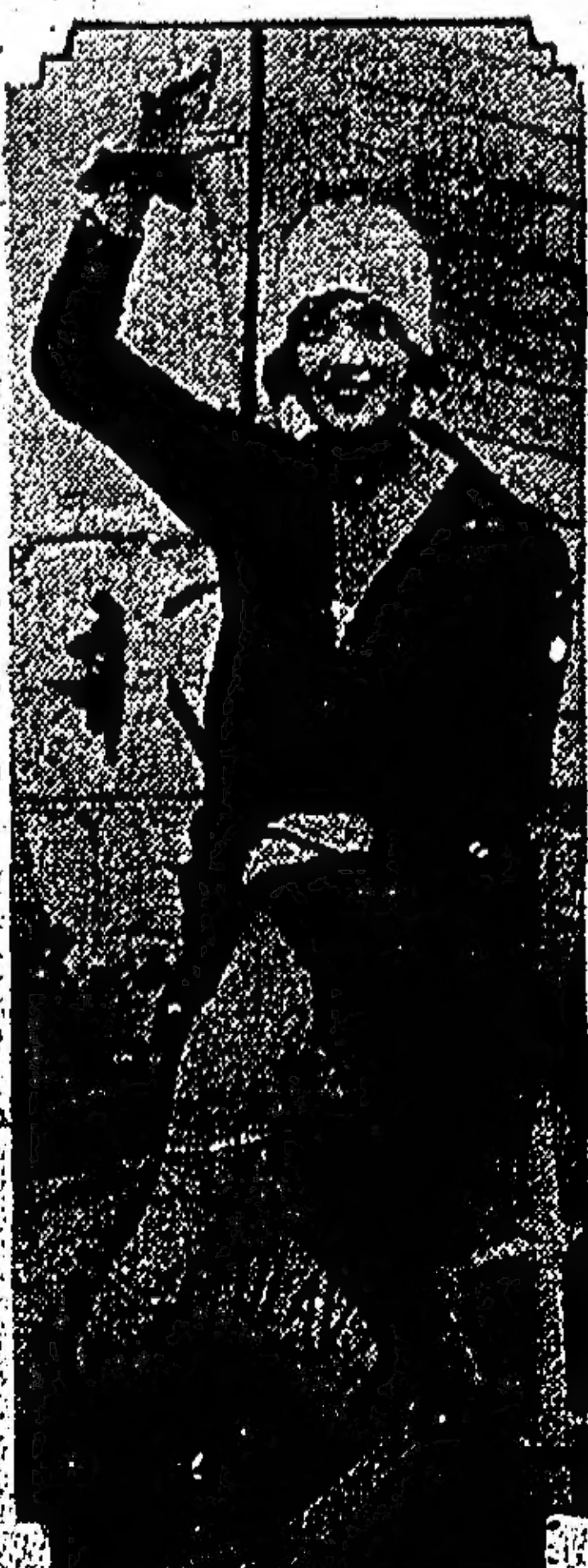
Victims in New York subway tragedy, which killed 19 and maimed 160 others. Left, Charles Switzer, lying in bed at French hospital with fractured skull and internal injuries; top, one of injured being placed in ambulance for removal to hospital; below, Mrs. Ruth Haverland receiving medical attention on the scene, and eighty-year-old Alice Braith, who was separated from parents in mad scramble to get out of the death trap. Mayor James J. Walker (back to camera) is shown inquiring as to the child's injuries.

No Books for Him.



The only book that really appeals to Johnny Risko, claimant to the heavyweight crown which Gene Tunney abdicated for love of a maid, is the one which contains three significant columns: Won, Lost and K. O. Here's the Cleveland baker boy doing some fancy cue work.

Danish Beauty.



Miss Edith Jorgensen, chosen as the most beautiful girl in Denmark, on board the "Hella Olaf."

INFORMATION WANTED

FOR THE
1929 ISSUE OF THE

DOLLAR DIRECTORY

FOR
SECTION II.

ASSOCIATIONS, CLUBS, CHURCHES,
MISSIONS, GOVERNMENT OFFICES,
HOSPITALS, SCHOOLS & COLLEGES.

SECTION III.

BUSINESS HOUSES' LIST.

SECTION IV.

PARTICULARS OF AGENCIES' LIST.

SECTION V.

LOCAL WHO'S WHO.

SECTION VI.

RESIDENTS' LIST.

SECTION VII.

LADIES' LIST FOR HONG KONG.

SECTION VIII.

LADIES' LIST FOR KOWLOON.

SECTION IX.

PEAK RESIDENTS' LIST.

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Glaxo

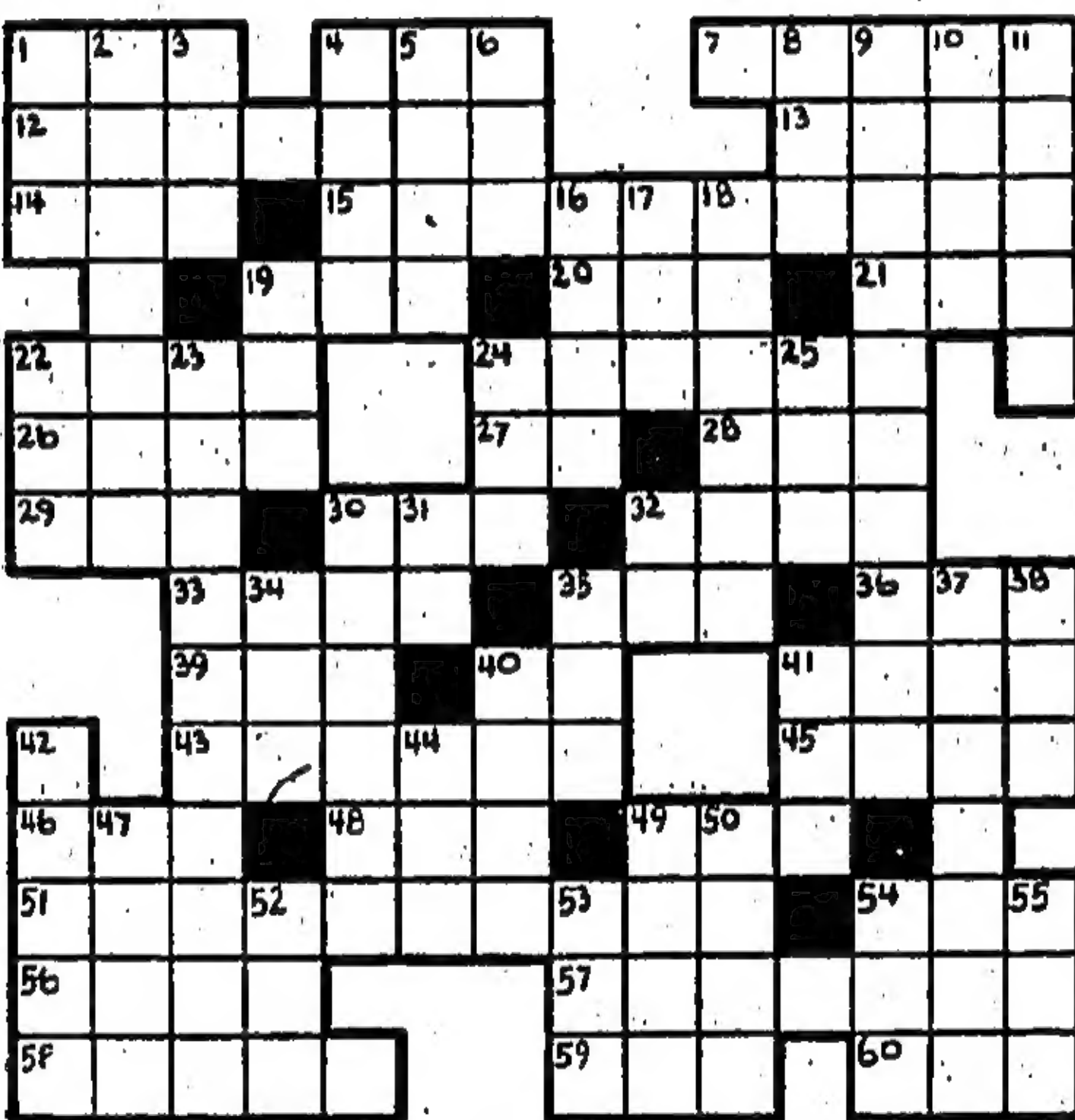
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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



- | | |
|--|--|
| <p>HORIZONTAL</p> <p>1—S. State (abbr.)</p> <p>4—A meadow</p> <p>7—Early inhabitants of Scotland</p> <p>12—A cod-like food fish</p> <p>13—A hunting cry</p> <p>14—To flow back</p> <p>15—Something directly observable</p> <p>19—Prefix. From 20—Cliff's name</p> <p>21—To pull</p> <p>22—Below (Naut.)</p> <p>23—Attention</p> <p>25—A cereal grass</p> <p>27—Upon</p> <p>28—A large cask</p> <p>29—A prefix of Scottish names</p> <p>30—An old maxim</p> <p>32—To worry</p> <p>33—Marking collectively</p> <p>35—Have (Scot.)</p> <p>37—The highest mountain in Crete</p> <p>38—The whole</p> <p>39—Prefix.</p> <p>41—A communication</p> <p>42—In the same place (Latin)</p> | <p>HORIZONTAL (Cont.)</p> <p>45—Girl's name</p> <p>46—And yet</p> <p>48—One of the metals</p> <p>49—A marsh</p> <p>51—Moving in the direction of a tangent</p> <p>54—A female servant (India)</p> <p>55—Town in Greenland</p> <p>57—An English archbishop burned at the stake</p> <p>58—A sacred memento</p> <p>59—To shut in</p> <p>60—Man's name</p> <p>VERTICAL</p> <p>1—A mimic</p> <p>2—A well known plant</p> <p>3—A priest's vestment</p> <p>4—Native of Lapland</p> <p>5—To reverberate</p> <p>6—Same as "ache"</p> <p>8—Suffix used to denote condition</p> <p>9—Strike</p> <p>10—Personal pronoun</p> <p>11—Lyrics</p> <p>13—A communication</p> <p>17—A fragment</p> <p>18—Master (French)</p> <p>19—Dread</p> <p>22—A weapon</p> <p>23—Occurring at irregular intervals</p> <p>24—At the present time</p> <p>25—A hint</p> <p>30—Medieval silk fabric</p> <p>31—Exist</p> <p>32—Musical note</p> <p>34—To name or style</p> <p>35—Personal pronoun</p> <p>37—A visionary</p> <p>38—Cutting tool</p> <p>40—An indentation</p> <p>41—To gain</p> <p>42—To send forth with audible sound</p> <p>44—Noise</p> <p>47—Animosity</p> <p>49—To travel (Poet.)</p> <p>50—A kingdom south of Assyria (Bible)</p> <p>52—An oil from clarified butter (India)</p> <p>53—German for "I"</p> <p>54—Friend (French)</p> <p>55—A communication</p> |
|--|--|

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

HONG KONG HOTEL VISITORS

October 24, 1928

Mr. A. M. Birchall.
Capt. T. B. Belejoo.
Messrs. R. J. Callon, V. A. Coole,
D. B. Carr.
Messrs. J. M. Dalgarno, J. B. Debes, Mr. and Mrs. W. S. Drake,
Mr. H. Ellis, Mr. and Mrs. C. B. Edgar.
Mr. J. S. Gubbay.
Mr. A. F. Henry, Mr. and Mrs. B. Honig, Capt. Hudson.
Mrs. H. R. Irby.
Mr. F. T. Lopez.
Mr. and Mrs. J. MacCullum, Mr. and Mrs. Mendelsohn.
Mr. H. Nitz.
Mr. and Mrs. H. H. Priestley,
Mr. and Mrs. E. Pepperell.
Messrs. E. Reitzers, A. B. G. Wagga.

YESTERDAY'S SOLUTION.



Royston.
Messrs. O. G. Simpson, E. Stuhlman, H. A. Schonen.
Mr. G. H. Turnbull.
Messrs. R. P. Whitham, L. A. Whitaker, S. S. Wong, P. C. Watt.
Messrs. E. Reitzers, A. B. G. Wagga.

MUSIC • DRAMA • FILMS

SONG FESTIVAL

MUSIC AND POLITICS IN VIENNA

UNION WITH GERMANY?

Vienna.—Although a chorus of protest from the countries—France, Italy, and the States of the Little Entente—which are opposed to Austro-German union has followed the holding of the tenth German Song Festival in the city of Vienna, the Viennese are very well satisfied with the results. Apart from politics, if the successful organization of the festival surprised the Germans, it astounded the Viennese themselves. Their talent for self-depreciation led them to anticipate that their world-famous "Schlager"—the word is really untranslatable, being, like the thing itself, a specific Viennese product, but "slipshod superficiality" may serve—would cause the attempt to feed and house 200,000 Germans for five days to end in a fiasco.

In point of fact, neither London, New York, nor Berlin could have managed better such great pacific invasion. Even the postal servants, most "difficult" of all Austrian officials, rose to the occasion and showed a despatch and urbanity little short of that displayed by the admirable police, the tramway personnel, hotel and house-owners, chauffeurs and restaurateurs. Artistically, there is no criticism possible of the glorious singing of the male voice choirs of 80,000 and 50,000 members. The finest possible tribute was thus paid. In Schubert's centenary year to his memory by hundreds of thousands of men of his own race. But the great result from both the Austrian and German point of view is the vast increase of strength accorded to the movement for the "Anschluss," the union of the Germans of Austria and of the Reich.

It is as wrong to imagine that the effect of the festival is purely transitory as it is to expect anything in the nature of a political sensation to follow it. For the first time the Viennese masses have come into close contact with the masses of Germans drawn from every corner of the Reich; each has been given an opportunity of sizing up the virtues and failings of the selected partner in that marriage of which other Powers for the present forbid the banns.

Fraternisation.
An Austrian member of the Reception Committee gave to

the Germans quite publicly the advice which every Austrian wants to give when he thinks of sharing bed and board with Prussia in particular: "Don't try to improve the Austrians; we are too old, our civilisation too ancient, for us to be susceptible of improvement. You will find us soft-natured, conciliatory, easily bent; but the next moment you will find us bending back again."

The Germans took the advice. Much in Vienna's easy-going ways must have startled them, but they held their peace and took things as they found them. To pretend, as is done in some quarters in Austria, that the "Anschluss" demonstration at the Song Festival was not officially organised is absurd. Yet, despite organisation, it became a tremendously impressive fraternal demonstration of the common people, quite apart from the plans of Governments and diplomats.

The great popular demonstration, apart from the "official" one in the Hall of Song, was the singers' procession at the conclusion of the festival. Although it took nine hours to pass a given point, the Viennese never faltered in their enthusiasm throughout a long, hot Sunday. Very little of the procession was in costume; it was just the placards bearing the names of the cities of the Reich and the men in hot blue suits marching behind them which called forth such frantic enthusiasm. To a foreigner, it was a remarkable demonstration of the genuine, unstrained delight of the defenceless little brother in the power and possessions of his big brother and protector.

The critical echo from abroad satisfies both the common people and the politicians in Vienna. This ancient capital can stand much abuse, but cannot bear neglect. To be talked of at all gives satisfaction to the masses. In political circles there is real satisfaction at the general tone of comment. Italy, doubtless satisfied at what is generally called Dr. Seipels "capitulation" in the South Tyrol question, remained perfectly calm; the Czechs, though angry, said no more than had been anticipated. The Roumanians are too little concerned with the whole problem for the unusual vigour of their comments to arouse any concern. The Jugo-Slavs were practically indifferent and said so.

French Protests.
Along the strong protests of the French Nationalist Press have been taken seriously in Vienna; but

their severity has been more than balanced by the unexpected and generous recognition by the French Left Press that the "Anschluss" is one of these natural and inevitable political processes which may indeed be delayed, but which cannot possibly be prevented. The attempts made in Paris to raise a scare on the score of German "Eastern Expansion" cannot be justified.

After witnessing the spontaneous enthusiasm of the Vienna crowds, many foreign observers have been compelled to revise their views on the whole "Anschluss" question. Most of them realise that while it may not be expedient for the process to be carried out at the moment, the refusal to apply the principle of self-determination only in the case of Austria cannot be maintained for ever. In 1918, the German-Austrians were in exactly the same position as the Slav and Roumanian races of the vanished polyglot monarchy—artificially held apart from the bulk of their own race in the family interests of the Hapsburg dynasty, the inventors of that impossible conglomeration of peoples, Austria-Hungary.

"Anschluss" is no new cry—it has merely become more urgent owing to Austria's economic plight since the disappearance of the Monarchy. The plea that "self-determination" means "that every race is entitled to secure, but not to sacrifice, its independence, is clearly untenable. Slovaks, Transylvanians, and Croats did precisely what Austria wants to do. They secured their independence from Hapsburg and promptly sacrificed it by joining their own people. The only honest answer to give to the Austrians when they demand why they alone cannot enjoy what has been proclaimed by the Allies as a right is "vix victis"—and with the lapse of every year since the "conquest," that loses its force.

Mr. Maurice Elvey, who has made films for the Gaumont Company, is being lent to Gainsborough Pictures, another British film producing firm, so that he may make for them the picture, "Balacava."

COUNT THE "MAILS."

See Page 3.

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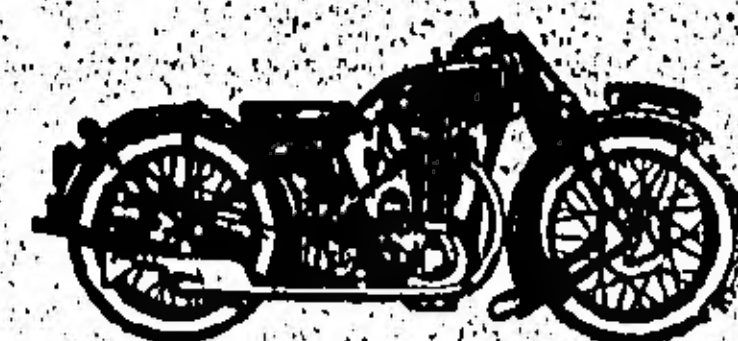


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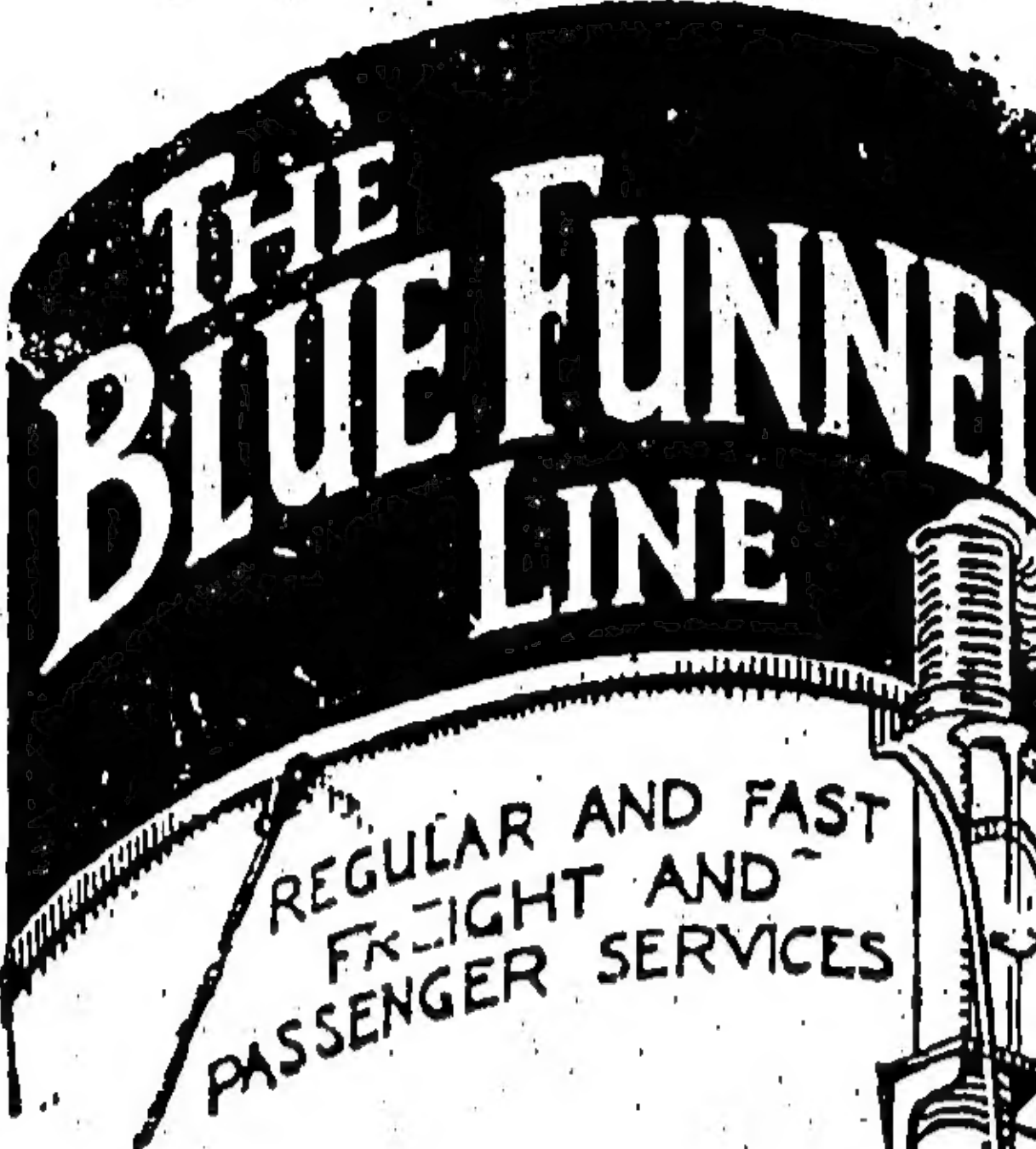
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XMAS AND NEW YEAR PARCELS MAIL FOR GREAT BRITAIN.

Xmas and New Year Parcel Mail for Great Britain will be closed in the General Post Office at 5 p.m., the 9th November per s.s. "Macedonia".

This mail is due in London on the 14th December.

INWARD MAILS.

From	Per
FRIDAY, OCTOBER 26.	
Shanghai and Amoy	Yingchow
Japan, Shanghai and Europe via Siberia	Khiva
U.S.A., Canada, Japan and Shanghai	President Taft
Straits	Kumsang
SATURDAY, OCTOBER 27.	
Shanghai and Swatow	Suiyang
MONDAY, OCTOBER 29.	
Straits	Kamo Maru
Canada, U.S.A., Japan and Shanghai	Empress of Asia
WEDNESDAY, OCTOBER 31.	
Japan	Panama Maru
Straits	Yuensang
FRIDAY, NOVEMBER 2.	
Japan	Arafura
Straits and London (Parcels London, 27th Sept.)	Kashmir
SATURDAY, NOVEMBER 3.	
U.S.A., Honolulu, Japan and Shanghai	President Adams
MONDAY, NOVEMBER 5.	
U.S.A., Honolulu, Japan and Shanghai	President McKinley
TUESDAY, NOVEMBER 6.	
Australia and Manila	Taipei

OUTWARD MAILS.

For	Per
FRIDAY, OCTOBER 26.	
Sam Shui and Wuchow	Kong Ning 4.30 p.m.
Shanghai, Japan and Europe via Siberia	Khiva 4.30 p.m.
Saigon	Yuan Jeng 4.30 p.m.
Haiphong	Song Bo 5 p.m.
Saigon	Prosper 5 p.m.
Shanghai	Glenbeg 6 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles—due Marseilles, 24th Nov. K.P.O. Parcels 4.30 p.m. Registration (Oct. 27th) 9 a.m. Letters (Oct. 27th) 10 a.m. G.P.O. Parcels 5 p.m. Registration (Oct. 27th) 9.45 a.m. Letters (Oct. 27th) 10.30 a.m.	Khiva 8.30 a.m.
SATURDAY, OCTOBER 27.	
Swatow	Tean 8.30 a.m.
Australia and New Zealand via Singapore and Thursday Island—due Thursday Island, 18th Nov. Registration 9.15 a.m. Letters 10 a.m.	"Khiva" to connect with s.s. "Marella" at Singapore.
Swatow and Bangkok	Michael Jensen 10 a.m.
Straits and Calcutta. Parcels 11.30 a.m. Letters 12.30 p.m.	Taima 1.30 p.m.
Haiphong	Tonkin 1.30 p.m.
Manila	President Taft 4.30 p.m.
Amoy and Japan	Kumsang 5 p.m.
SUNDAY, OCTOBER 28.	
Macao	Tai Shan 6.15 a.m.
Swatow, Amoy and Formosa	Kishu Maru 9 a.m.

*Correspondence bearing vessel's name easy.

RUSSIA AND TRANSIT OF FOREIGN GOODS

NEW REGULATIONS

THE SOVIET AND "NORMAL DIPLOMATIC RELATIONS"

PROHIBITED LIST

Moscow, Yesterday.
The Council of Labour and Defence has decided to permit the transit of foreign goods through the Soviet Republic, providing the goods are moved between countries with which the Soviet has normal diplomatic relations and, trade treaties, and are accompanied by the requisite certificate of origin. The Commissariat of Trade has drawn up lists of goods of which transit through the Soviet Republic is prohibited.—Reuter.

THE B.A.T.

TIENTSIN FACTORY TO BE CLOSED

ILLEGAL TAX SEQUEL

Tientsin, Yesterday.
The British American Tobacco Company's factory here, which is the largest local industry, is being closed down with the result that 4,000 Chinese employees will be thrown out of work.

A special Tax Bureau was recently formed with the express purpose of taxing the tobacco leaf going to the B.A.T. factory, and two shipments of leaf were confiscated as the Company refused to pay the tax owing to its illegality. It was pointed out that the "anti-Red" taxes enforced when Tientsin was under the Northern regime were still functioning, and with the new "extortions" taxes in North China are the highest ever imposed. The officials collecting the tax possess no sanction from any government.—Reuter.

PRINCELY GIFT

DETAILS OF SIR A. BAILEY'S GENEROSITY

London, Yesterday.
The Secretary of the Royal Institute of International Affairs says that Sir Abe Bailey, the well-known racehorse owner and South African magnate, has endowed the Institute with £5,000 a year during his life-time, and has arranged the continuance of the endowment after his death.

Sir Abe Bailey's gift of £100,000 in the form of 1,250 quarterly payments in perpetuity to the Institute of International Affairs was made in a letter to the Prince of Wales, who is head of the Institute. His Highness replied gratefully accepting.

The Institute was founded in 1920 by Lord Balfour, Rt. Hon. Mr. J. R. Clynes, Lord Grey and Lord Robert Cecil for the study of international affairs and found a permanent home in 1923 at Chatham House presented by the Canadians, Colonel and Mrs. Leonard. It was granted the Royal Charter defining its strictly non-political character.

It comprises 1,500 members with branches in Australia, and Canada, the Prime Ministers of all the Dominions and the Viceroy of India being honorary presidents. The council of the Institute has estimated that £10,000 a year is required, and Sir Abe Bailey hopes that the remaining £5,000 will be provided by the business community in accordance with the example of the Bank of England, which contributes £200 a year.

Sir Abe Bailey in his final letter to the secretary of the Institute rejoices to learn that the Institute will represent Great Britain at the Institute of Pacific Relations and will be entitled to send parties to its conferences in the Far East.—Reuter.

CONFLAGRATION

700 BUILDINGS DESTROYED IN N. HOKKAIDO

Tokyo, Yesterday.
Over 700 houses, including a number of important buildings, in the main portion of the town of Wakana, northern Hokkaido, have been reduced to ashes as a result of a conflagration which broke out shortly after midnight and raged for several hours. Two persons lost their lives in the conflagration.—Reuter.

"AL" SMITH TROUNCES THE REPUBLICANS

BIG BOSTON RALLY

14,000 "ROAR IN FRENZIED APPROVAL"

STATE SOCIALISM CRY

Boston, Yesterday.
Governor Smith had a decided triumph here last night as a result to Mr. Hoover's success in New York on Monday. A thousand people, eager to secure admission, broke down the doors of the hall where Governor Smith was speaking while 14,000 people roared in frenzied approval.

Governor Smith met Mr. Hoover's challenge that he proposed to meet perplexing problems by resorting to State Socialism. The Governor declared that if his course of action made him a Socialist, then Republicans such as Roosevelt and Hughes were Socialists for opposing the alienation of water power in New York State and members of Congress were Socialists for voting in favour of the McNary-Haugen Farm Relief and Muscle Shoals Bills.

The cry of State Socialism was a subterfuge, an old stock phrase of special interests. It was the cry of Republican reactionaries, who for a quarter of a century had been battling against every progressive welfare and labour measure.

Portland, Ore., Yesterday.
Senator Norris (Progressive) announces that he will support "Al" Smith in the Presidential election.—Reuter's American Service.

MODERATE AND FINE

N. E. winds, moderate, fine is the forecast till noon to-morrow. An anticyclone is central near Vladivostok. The typhoon appears to be about 200 miles E. of Manila but its position and direction of motion are uncertain. Another typhoon is shown about 150 miles N.E. of Guam probably moving N.W. Moderate to fresh monsoon will continue along the S. E. coast of China and over the N. China Sea.

RAILWAY SMASH

PASSENGER AND GOODS TRAIN COLLIDE IN SCOTLAND

4 KILLED; 3 INJURED

London, Yesterday.
Four persons have been killed and three injured in a collision between a London to Aberdeen passenger train and a goods train at Lockerbie in Dumfriesshire. The collision took place at 3.15 in the morning. The fatalities are among the drivers and firemen of the two trains.

The express, which was drawn by two engines, ran into the rear of the goods train, and the two engines and the leading van were hurled into a field alongside the line. The following six coaches were derailed.

The three injured passengers are not badly hurt. It appears that two luggage vans in the front of the train saved the passenger section of the train from possible disaster.

The main line is blocked as a result of the accident while the telegraph wires are down. The guard of the goods train is reported to be missing.—Reuter.

JAPANESE LOAN

\$19,900,000 BEING RAISED IN NEW YORK

Tokyo, Yesterday.
It is learned on good authority that negotiations are in progress for floating a loan of \$19,900,000 by the Oriental Development Company on the New York market. The deal is virtually completed and it is expected that it will be signed on November 10. It is understood that the loan will be issued at 90 with interest at 5½ per cent, and will be redeemable in thirty years.—Reuter.

Albert Hunt, 80, the manufacturer of Albert-road, Peckham, S.E., was found dead on the beach at Southend-on-Sea by his wife, after she had been paddling with their children.

PROBLEM OF GERMAN REPARATIONS

FRUITFUL TALK

POINCARÉ AND CHURCHILL MEET IN PARIS

COMMITTEE OF EXPERTS

London, Yesterday.
It is understood that preparations for the formation of a proposed Committee of Experts on German reparations have been considerably facilitated by a conversation which took place in Paris last Friday between Mr. Churchill and M. Poincaré.

It is considered probable that a Committee of Experts will meet before the end of the year.—British Wireless Service.

STOLEN MONEY

JAPANESE PURSER'S "NIGHT OUT"

INDIFFERENT TO LOSS

Fumio Inouye, second purser of the s.s. "Tenyo Maru," who was the victim of a robbery in Wanchai on Wednesday night, made the unusual request to Mr. R. E. Lindsell this morning that whatever money was recovered should be handed over to the man accused of the theft. Inouye said that when he discovered the loss of his pocket book, he concluded that it was lost through his own carelessness, and he had so little hope of its recovery that he did not even trouble to make a report to the police. He did not want any of the money back.

Replying to the Magistrate, Detective Sergeant Whelan said that four one yen notes had been recovered on the person of the accused, a richa coolie.

Magistrate Dissents
Mr. Lindsell told Inouye that he certainly would not agree to hand the money over to the accused if it were proved that he was the culprit. It was not the right thing, his Worship said, to give to a thief what he had stolen. If Inouye did not want the money, Mr. Lindsell suggested that he allow it to be placed in the Court's poor box.

Inouye agreed to this course, and left the Court immediately after completing his evidence to rejoin his ship, which is due to sail to-day.

Inouye's evidence was that on Wednesday night he and four other members of the crew went to the Chitose Hotel at Wanchai. He drank as much beer as he wanted to and when he left the hotel alone he was not sober. He entered a richa and said "ferry" in English to the coolie. Instead of turning to the left, the coolie went in the opposite direction.

Witness realised that the coolie was going the wrong way and called out to him in English to stop, but the coolie continued to run. The coolie ran for about 15 minutes along small streets and then entered a lane. Here four other coolies came up and helped witness out of the vehicle.

Pocket Book Gone
He (Inouye) then proceeded to walk back towards town. He had gone a little way when he discovered his pocket book was missing. It contained \$18 in Hong Kong currency and 14 yen. Not having any money to cross the harbour, he returned to the Chitose Hotel to sleep and the following morning returned to his ship.

At 6 p.m. yesterday word was sent to him on the ship that a man had been arrested. He then went to No. 2 Police Station, where he saw the accused and recognised him.

Asked by the Magistrate how the accused was arrested, Detective Sergeant Whelan said that the police received information yesterday morning and took the accused into custody. When questioned, accused said that he had no money on him, but after a search four one-yen notes were found concealed in the top end of one of his sandals. Inquiries were then made and the complainant was traced.

On the application of the defending solicitor, Mr. Leo d'Almeida, Sen., who said he had a case that S.E. was found dead on the beach at Southend-on-Sea by his wife, Supreme Court, further hearing of the case was adjourned until to-morrow morning.

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